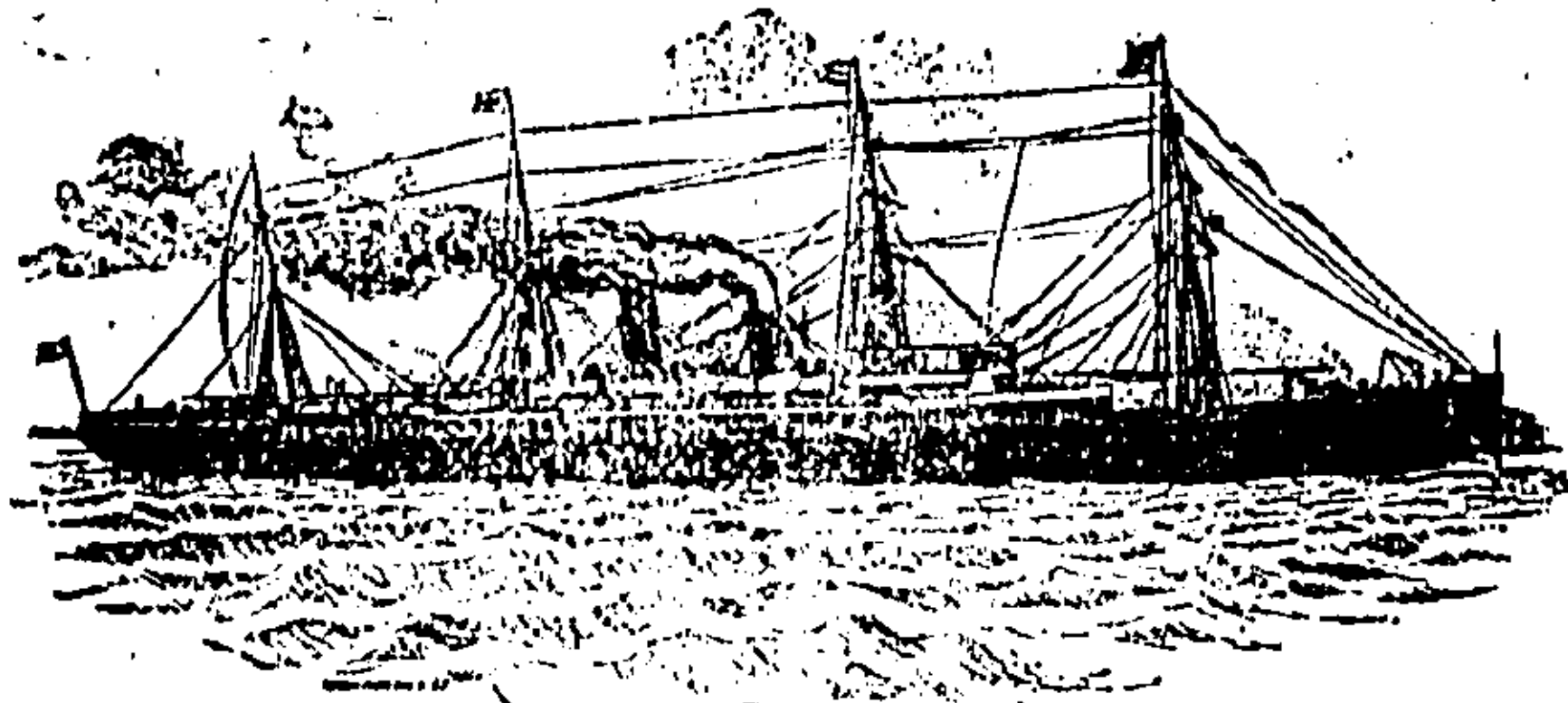


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	4,352 Gross Tons	TUESDAY, 23rd February, at Noon.
"KOREA"	11,276 "	THURSDAY, 10th March, at Noon.
"GABRIEL"	4,205 "	SATURDAY, 19th March, at Noon.
"CHINA"	5,000 "	TUESDAY, 5th April, at Noon.
"DOBIO"	4,784 "	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

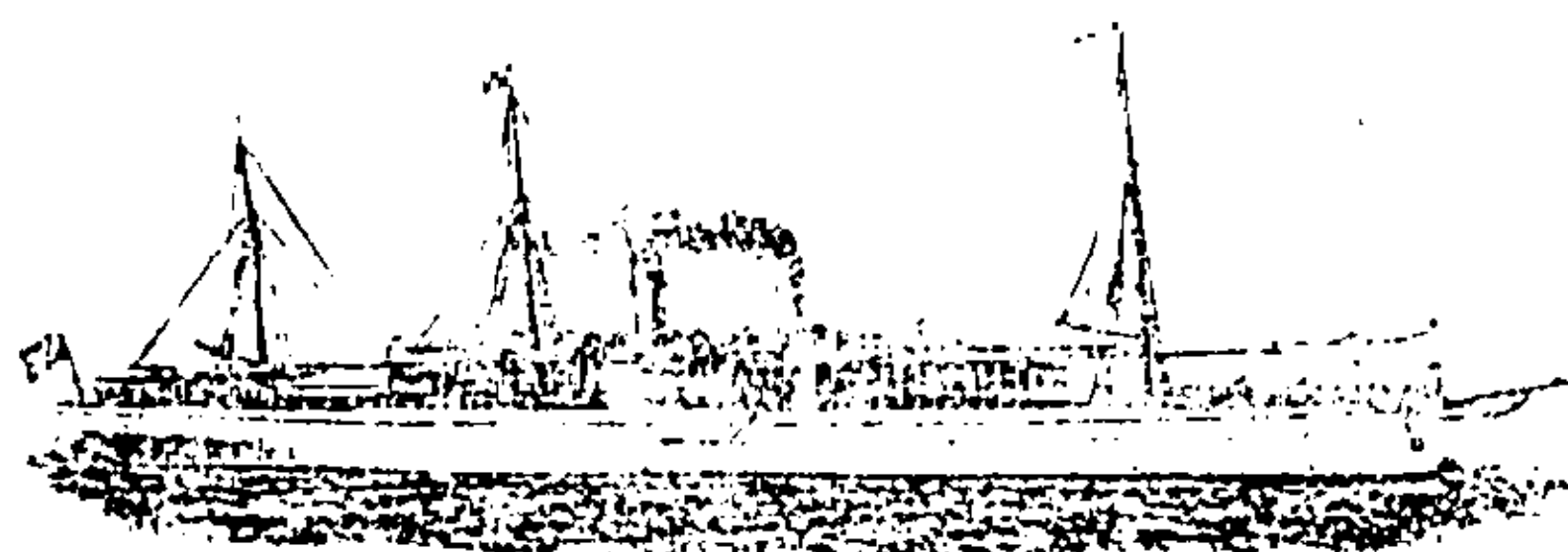
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 13th February, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING : 7 TO 10 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.	
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).	
R.M.S. "TARTAR"	4,425 Tons. WEDNESDAY, 24th February.
"EMPRESS OF JAPAN"	6,000 " WEDNESDAY, 9th March.
"EMPRESS OF CHINA"	6,000 " WEDNESDAY, 23rd March.
"ATHENIAN"	3,882 " WEDNESDAY, 6th April.
"EMPRESS OF INDIA"	6,000 " WEDNESDAY, 20th April.

Hongkong to London, 1st Class, £100. 1st St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate and 1st Class Rail

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
9, Pedder's Street.

Hongkong, 10th February, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITHONIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	2nd March. Freight.
Hildebrandt	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	17th March. Freight.
BAMBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	22nd March. Freight.
SAMBIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th April. Freight.
ABESSINIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	19th April. Freight.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 13th February, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.
J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,280 "	A. J. D. M.
"HANKOW"	2,073 "	C. V. Lloyd.
"KINSHAN"	2,063 "	J. J. Lassus.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons.	Captain T. Hamlin.
This steamer leaves Canton for Hongkong every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.
CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons.	Captain B. Branch.
"NANNING"	569 "	C. Butchart.
"TAK HING"	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

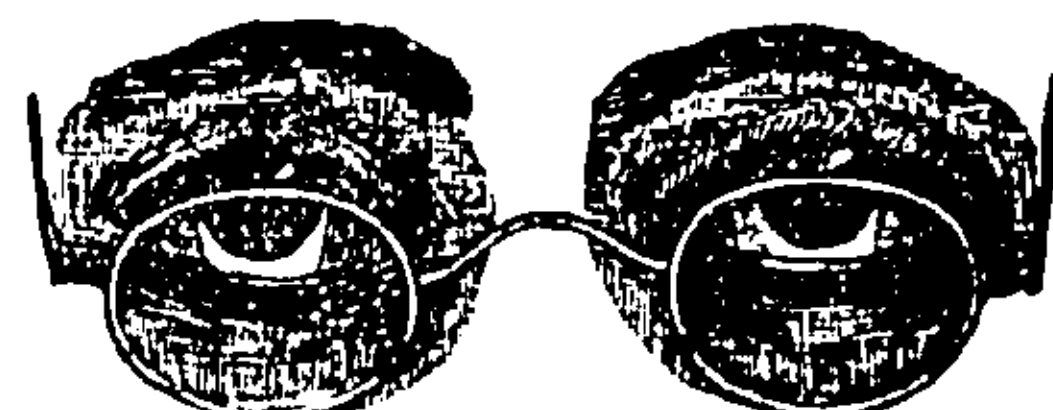
ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

TUBORG BEER.

A - FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903.

THE AMERICAN SYSTEM
OF
DENTISTRY.

DR. M. H. CHAUN,
27, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd January, 1904.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

41, QUEEN'S ROAD,
Water's Building.

50]

JACK. E. ELLIS,

SOLE AGENT FOR

E. M. RICHFORD'S RUBBER STAMPS,

Patent Elastic "Cushion" Stamp

for Uneven Surfaces,

E.M.R. Peerless Fountain Pens, Stencils,

Embossing Presses, Self-Inking Stamp Presses,

Cyclostyle, Typograph and

Compo-Lithograph Copying Apparatuses,

Superior Solid Rubber Type Outfits,

Patent "Dove-Tail"

Metal Bodied Rubber Faced Type,

&c., &c., &c.

Full Particulars on application to

8, PEDDER'S HILL.

Hongkong, 18th February, 1904.

254]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 40, CONNAUGHT ROAD CENTRAL,
HONGKONG, 9th February, 1904.

57]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 85 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing; Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY MEETING OF
SHAREHOLDERS will be held in the
Offices of the Company, 12, Queen's Buildings,
New Prince, on MONDAY, the 22nd February,
1904, at 12 o'clock Noon, for the purpose of
receiving the report of the Directors and the
Statement of Accounts to the 31st December,
1903.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 30th January, 1904.

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company, will be
held at the OFFICES of the Company, Pedder's
Street, on SATURDAY, the 5th day of MARCH,
1904, at 12 o'clock (NOON) to receive a State-
ment of Accounts to 31st December, 1903, and
the Report of the General Managers and to
elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 20th February to
the 5th March, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 9th February, 1904.

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that,
on and after this date, they can obtain
SCRIP CERTIFICATES for SHARES of the
NEW ISSUE in EXCHANGE for HONG-
KONG AND SHANGHAI BANK RECEIPTS on
Application at the REGISTERED OFFICES of
the Company, Nos. 38 and 40, Queen's Road
Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 15th February, 1904.

257]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the
Military Authorities that GUN PRAC-
TICE will be carried out from Stonecutters
Island (East Battery) in a South-Westerly
direction at Ranges from 600 to 4,500 yards,
on the 26th February, 1904, and from Lyemum
Sub-District (Redoubt and Pak-sha-wai Bat-
teries) in the direction of the entrance to Junk
Bay at Ranges from 600 to 4,500 yards on the
20th instant.

If the Weather is unfavourable on either of
the above dates, Practice will take place on the
1st March.

Practice will commence at 9 A.M. on the 26th
instant, and end at 11 A.M. daily, if the Range
is clear.

By Command,
A. M. THOMSON,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 18th February, 1904.

268]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAUPTEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,

&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 15th December, 1903.

28]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1904.

TUESDAY, WEDNESDAY, THURSDAY,
AND SATURDAY (OFF-DAY),
23rd, 24th, 25th and 27th FEBRUARY.

TICKETS of ADMISSION to the GRAND
STAND and ENCLOSURE may be
obtained from Messrs KELLY & WALSH, LD.,
or at the Gate. Price \$7 for the Meeting
(excluding the OFF-DAY) or \$3 per day.
Tickets for the OFF-DAY, \$2.

No one admitted without a Ticket to be
shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 8th February, 1904.

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND and ENCLOSURE during
the Races on the 23rd, 24th, 25th and 27th
instant.

A Stand and an Enclosure will be reserved
for Members and Members' Wives and Families.
Tickets for which will be sent out with the
Members' Tickets after MONDAY, 15th inst.

All Tickets must be produced to gain
admission.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 8th February, 1904.

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside
the ENCLOSURE of the RACE-
COURSE during the Race Days WITHOUT
TICKETS which can be had on application to
the Underigned, between MONDAY, 15th,
and SATURDAY, 20th instant.

SHIPPING MISHAPS.

THE GERMAN STEAMER "ELBA" ASHORE.

News has been received in Sydney of a serious mishap to the German steamer *Elba* at Ocean Island, the vessel having been driven ashore during a gale.

The *Elba* arrived at Ocean Island from Japan on New Year's Day to load a cargo of phosphates for a "home" port. Owing to the suspension of work on account of the holiday, loading operations were not begun until the following day, when 250 tons of her cargo were taken on board. The next day being Sunday, further delay was incurred, and the vessel was taken to an anchorage some distance from the shore. During her enforced idleness, a westerly gale sprang up. Precautions were taken with a view of making the vessel secure, but the storm rapidly increased, and within a remarkably brief period it was blowing with hurricane fury. Big seas broke over the vessel, and notwithstanding that extra lines were put out, the steamer commenced to drift towards the shore. To make matters worse her propeller became entangled with the inner moorings, and with that in an unworkable condition, she was driven on to a reef, her bow striking with considerable force, and remaining hard and fast.

The German steamer *Oceana*, which called at the islands on her way from Hongkong via the Marshall Islands to Sydney, made a number of attempts to tow her off, but without success. Finally, the hawser parted, and it was then decided to abandon the task, and to await the arrival of the steamer *Windsor*, a vessel of 2,893 tons, which was despatched from Sydney by the Pacific Islands Company on the 8th inst. With her larger gear, it was hoped that she would be able to get the vessel off.

It was, of course, recognised that a great deal depended upon the state of the weather during the period intervening between the departure of the *Oceana* and the arrival of the *Windsor*, and it was feared that, in the event of another storm, the vessel would be smashed to pieces. Should she be successfully refloated, it is intended to bring her to Sydney for repairs, says the *Daily Telegraph* of 25th ult.

Some time ago the steamer *Moonstone*, which was under charter to the Pacific Islands Company, met with a similar mishap while waiting for cargo at the island, and, a storm rising suddenly, destroyed all hopes of saving her from total destruction.

The *Elba* is a steel screw steamer of 4,036 tons gross, and is classed 100 A1 at Lloyd's. She was built in 1901 by Ropner and Son, of Stockton, for Mr. Jensen, of Hamburg. Her dimensions are 350 feet, breadth of 49 feet, and a depth of 19 feet.

THE "OCEANA" ON REEF. EXTENSIVE DAMAGE.

While on a cruise through the Marshall Islands on her voyage from Hongkong to Sydney, the German steamer *Oceana* struck on a reef. She was, however, floated without much difficulty, and continued her voyage, arriving at Sydney on 22nd January.

She was taken into Jubilee Dock for survey, and it was discovered that she was extensively damaged. Her hull, in fact, was found to be in such a serious condition that shipping experts consider it a matter for congratulation that the vessel reached port without further mishap.

The survey was held by Captain Banks and Mr. Perry, engineer, on behalf of the German Lloyd, and Captain John Vine Hall for the owners.

The bottom of the steamer is corrugated from stem to stern, and over 40 plates are damaged. The stern post is also bent to such an extent that it will have to be taken out, and it is feared that the engines and boiler have been shifted by the impact. The vessel, however, is not making much water, and is to come out of dock to-day to await instructions from the owners. It is probable that tenders will be invited during the next few days for the carrying out of the necessary repairs.

It appears that when the vessel was got off the reef she was taken into Jussit for temporary repairs, a number of bolts being fitted where others had sprung. Cargo was then on board, and the steamer came on to Sydney.

ST. MICHAEL AND ST. GEORGE.

The order of St. Michael and St. George was established originally in 1818, during the Regency, for the Ionian Islands exclusively, and *Aspidium melioris* was a perfectly suitable motto under the circumstances. Lord Guilford, who was Governor of the Ionian Islands, had represented to Lord Liverpool that the appetite of the public men in that colony for decorations was so keen that they would walk to St. Petersburg in order to obtain a Russian medal. It was, therefore, deemed desirable to discourage Russian intrigues by founding a British decoration for these people. After the Ionian Islands were surrendered to Greece the St. Michael and St. George fell into oblivion for a time, until the order was revived by Lord Palmerston, who wanted a decoration for Colonial services. It was characteristic of Lord Palmerston's *laissez aller* method of conducting affairs that he did not take the trouble to provide the revived order with a more suitable motto, although his attention was directed to the matter in the House of Commons. Mr. Gladstone, who was then Chancellor of the Exchequer, could have supplied his chief with an admirable motto if he had been asked to do so. For some years the St. Michael and St. George was regarded with considerable disdain, being held in no more respect than the old Guelphic Order, which was extinguished on the death of William IV, and which the Duke of Cambridge is now the surviving knight.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX: ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd February, 1904, at 1 P.M., the Company's Steamship "YARRA," Captain Seller, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 22nd instant, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 11th February, 1904. [9]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers	Tons	Captains	1904
Tacoma	2,815	Mr. Ridley	Feb. 26
Victoria	2,815	Mr. Truebridge	Mar. 16
Tremont	2,815	W. Garlick	Mar. 25
Olympia	2,815	A. Dixon	April 27

Steamers marked (*) have no second-class passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 5th February, 1904. [12]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "CHUSAN," Captain W. B. Palmer, R.N.R., carrying H.M. Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

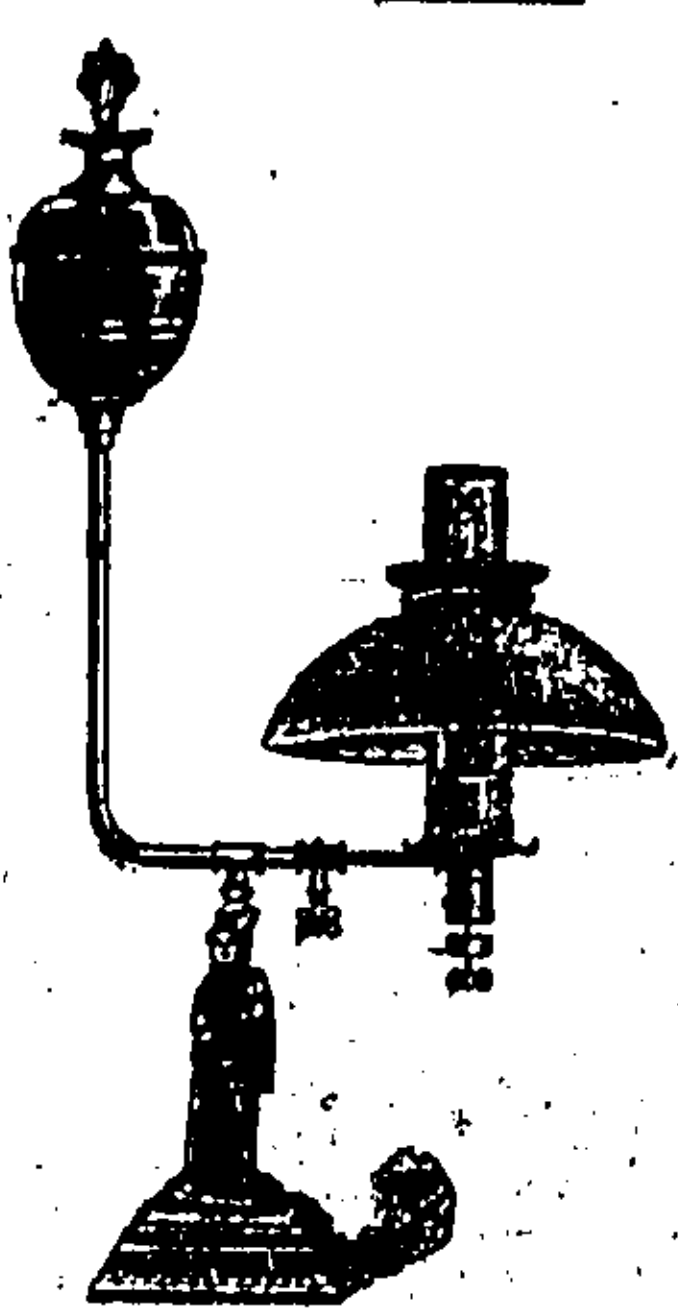
For further Particulars, apply to

E. A. HEWETT, Superintendant.

Hongkong, 15th February, 1904. [14]

For Sale.

FOR SALE.



INCANDESCENT Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 55, Lyndhurst Terrace.

Hongkong, 17th November, 1903. [31]

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 15th February, 1904. [12]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "ROON,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 24th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 24th instant, at 9.30 A.M.

All Claims must reach us before the 29th instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 18th February, 1904. [13]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, TO-MORROW, the 19th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., Agents.

Hongkong, 18th February, 1904. [126]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents.

Hongkong, 19th May, 1897. [52]

To be Let.

TO LET.

TWO ROOMS suitable for OFFICE use, Entrance from Ice House Street.

Apply to—

SECRETARY, MASONIC HALL.

Hongkong, 13th February, 1904. [256]

TO LET.

NO. 6, BARROW TERRACE, KOWLOON.

Available 1st March.

Apply to—

THE SAM WANG CO., LD.

Hongkong, 5th February, 1904. [218]

TO LET.

GOOD FOR EUROPEAN OFFICES,

NOS. 38, 40, QUEEN'S ROAD CENTRAL, 1st, 2nd, 3rd and 4th Floors, above Maison Levy Hermanos.

Possession at the end of March, 1904. A Lift is to be constructed there.

Apply to—

KIN ON, Agent.

No. 30, D'Aguiar Street.

Hongkong, 29th January, 1904. [193]

Intimations.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [11]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1893.

Intimations.

THE ROBINSON PIANO CO. LTD.

HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS AND BABY ORGANS.

GUARANTEED FOR CLIMATE.

THE NEWEST

RAG TIME MUSIC and BOOKS.

VICTOR TALKING MACHINES.

REPRODUCTION OF THE HUMAN VOICE.

SHIPS PIANO PLAYERS.

CASH CREDIT.

Hongkong, 6th January, 1904. [39]

THE NEW FRENCH REMEDY.

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Robert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkable remedy, often a few days, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more urgent complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a powerful remedy for the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is a powerful remedy for nervous exhaustion, impaired vitality, sleeplessness, and all the depressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It restores surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Druggists throughout the world. Price in England 1/6 & 2/6. In Hongkong, state which of the three numbers is required, and observe above Trade Mark, which is a figure of a man holding a staff with a serpent entwined round it, and a red ground.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [6]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1903. [55]

A WONDERFUL DISCOVERY.

The discovery of research and experiment, when all nature's resources are harnessed by scientific methods for the comfort and happiness of man, Science has indeed made giant strides during the past century, and among the by no means least important discoveries in medicine comes that of Therapion, particulars of which will be found in another column. This preparation is the foundation of the most genuine and reliable Patent Medicine ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Robert, Velpeau, Malsoune, and Bonn, by whom it was some time since uniformly adopted, and that the worthy attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has been the food of the people's stones, but the object of search of some beneficent genius has been to find a remedy which would be as potent as to replace the nature's resources of the confined and in the one case, and in the other so effectually, speedily and safely to expel from the system without the aid or even the knowledge of a medical party, the poisons of acquired or inherited disease in all their protean forms as to leave no latent or trace behind. Such is the New French Remedy Therapion, which is a certain remedy, if not take precedence of many of the discoveries of our day, about which so little attention and noise have been made, and its extensive and ever-increasing demand, that has been created for this medicine wherever introduced, appears to prove that it is destined to take its place in the history of the world's progress, and to be the most reliable of medical men.

Therapion may be obtained in England direct from the Chemist, and of the principal Chemists and Druggists throughout the Colonies, India, China, Japan, &c., not even excluding such remote districts as Central Africa, the Philippines, the Straits, &c. &c. — *Therapion (H.K.)* is a registered trademark.

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 30, Queen's Road, Central.

Hongkong, 5th January, 1904. [56]

Intimations.

DONE BY TRYING.

Nobody can tell what he can do till he tries. When a thing ought to be done the modern spirit moves us to keep working away at it until it is done. In the face of this idea the "impossible" vanishes. Where there's a will, there's a way. "If we could but rob cod liver oil of its sickening taste and smell and then combine it with two or three other ingredients we should possess the best remedy in the world for certain diseases that are now practically incurable." So said a famous English physician twenty-five years ago. "But it will never be done," he added. "You can no more turn cod liver oil into a pleasant palatable medicine, than you can turn the Codfish itself into a Bird of Paradise." Yet he lived to admit that in WAMPOL'S PREPARATION the "impossible" had been accomplished. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites, Extracts of Malt and Wild Cherry. This remedy is freed from the bad peculiarities Dr. Frothingham so detested, and it is precisely the splendid medicine he wished for. Use it freely and confidently for Anemia, Hysteria, Wasting Complaints, Blood Impurities, Asthma, and Throat and Lung Troubles. Dr. W. H. B. Atkins, F. R. C. P., London, M. D. C. M., Victoria University, M. B., Toronto University, Consulting Physician to Home for Incurables, Physician to Toronto General Hospital, says: "I am much pleased to state that the results from using Wampole's Preparation of Cod Liver Oil have been uniformly satisfactory; it appealed to me as being prepared according to correct scientific principles." It increases the appetite and influences the digestion of food; it is delicious to take, will not disappoint you and is effective from the first dose. "It represents the dawn of progress." At chemists everywhere.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fix up installations if required.

NOTE ADDRESS—1, ICE HOUSE ROAD

For full Particulars, &c., &c., Apply to

W. STUART HARRISON, A.M. INST. C.E., Manager.

Hongkong, 2nd April, 1903. [61]

SAVARESSE'S SANDAL CAPSULES.

Made of Sandalwood, most efficacious, because absolutely pure English Oil.

Full directions. All Chemists.

Isolent on Savarasse's.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Announcements.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH

WHISKY.

WATSON'S
CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

A Blend of the finest WHISKIES
distilled in SCOTLAND, of great age, very
fine and mellow.

Pronounced by Connoisseurs and general-
ly recognised to be the BEST BLEND in
the FAR EAST.

Per Dozen ... \$16.50

The following are also recommended,
and are of very fine quality:—

A.—THORNE'S BLEND ... \$12.00

B.—GLENORCHY, MELLOW
BLEND, a fine 'SODA'
WHISKY of great age ... 12.00

C.—ABERLOUR-GLENLIVET ... 13.50

D.—H.K.D. BLEND OF THE
FINEST OLD MALT SCOTCH
WHISKIES ... 16.00

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, 20th February, 1904.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4th EDITION

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND
CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

A. 1 Code.

Lieb's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

NOTICE

All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, The Hong Kong
and should be accompanied by the Writer's Name and
Address.

Or literary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$10 per annum.
Weekly—\$10 per annum.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of
the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

On the 8th instant, at Giesen's O/L Suedan-
lage 15 the wife of S. KATZ of a son.

MARRIAGES.

On the 6th Jan. at Dundas Street, Edin-
burgh, by the Very Rev. Jas. McGregor, D.D.,
W. R. DIEK, son of the late J. Shellen-Agar, of
Mount Temple, Ceylon, to MARY, widow of
Peter Houston, Greenock, and daughter of the
late Dr. J. H. Robertson, of Leonic Hill,
Singapore, and 14, Gt. King Street, Edin-
burgh, and of Mrs. Robertson, 4, Dundas
Street.

On the 6th February at the Presbyterian
Church, Penang, by the Revd. R. Whitton,
GUSTAVE GUILLAME DE JONGH, of Langkat,
Sumatra, to JESSIE, youngest daughter of the
late Abraham Logan.

DEATHS.

On the 7th instant, at "St. Helen's"
26-A Syed Alley Road, Newton, Singapore,
LAURA HELEN, the beloved wife of Dr. J. M.
Handy, ... Translated into the Kingdom
of his dear Son. ... Colossians 1, 13.

On the 11th February, at "Eber House"
Eber Road, ALEXANDER B. C. HANSEN, late
Surveyor of the Sarawak Government.

PROBABLE COMPLICATIONS.

From the contents of the Reuters wire,
published in our columns yesterday evening,
stating that the Governor of Russian Turkestan
has been instructed to prepare for
military action in the direction of India, it
would seem that the Muscovite Government
has determined on the adoption of an
aggressive policy with regard to Great
Britain. That it is in the interest of Russia
to provoke the open hostility of England
there can be little doubt, since by doing
so she would hope to assure the co-
operation in the present struggle of her
ally, the French Republic. By the recent
defeats inflicted on her fleet at Port Arthur
and Chemulpo, one third of her naval forces
in the Far East has been placed hors-de-
combat. All hopes of her obtaining the
command of the sea is now out of question,
and it is probable, that in a few weeks, per-
haps days, the remainder of her warships
may be sunk, captured or blockaded, and
Port Arthur itself invested to landwards.

The isthmus by which it is united to the
rest of the Liaotung peninsula is exceedingly
narrow, in one place only eighteen miles
wide, and it will undoubtedly be the object
of the Japanese leaders to seize this neck of
land and so sever all communication be-
tween Port Arthur and the rear. Should
this come about, and it is probable, Russia's
main stronghold, the terminus of the Trans-
Siberian Railway and the base from which
all organised advance of her forces on Korea
would have to be made, will be isolated.

To preserve Port Arthur and, consequently,
the power of striking at Korea and Japan, it
is necessary that Russia should be mistress
of the sea in the North, and of this, working
alone, she has now lost all chance. Her
only hope in this direction remains in as-
suring to herself the co-operation of an ally
disposing of a powerful fleet, capable of
retrieving her past losses; and she is certain
to employ all the traditional art of her wily
diplomacy to secure this result. Before the
outbreak of the present conflict, at the first
glance, it seemed to many that all the ad-
vantages of position and numerical strength
were entirely on the side of Russia. Her
multiplicity of men, her railways, well chosen
strategic dispositions and apparently all-
powerful fleet, all tended to give her a strong
position, in addition to which the fact of her
being in possession and on the spot seemed
to secure to her an immense advantage over
her opponent. There were, however, several
weak spots in her armour, and to these the
rapid attack of her brave and intelligent
foeman was at once directed. Admirals
Togo and Uriu have, in a few sharp encoun-
ters, dissipated into thin air the boasted
superiority and power of her formidable fleet;
a Japanese army has occupied Korea and
an advance is being made towards Man-
churia in the north. The accommodation
at Port Arthur, even supposing it were not
surrounded, is not sufficient for a vast army,
and the dispatch of re-inforcements by the
Siberian Railway, admitting that the line
will not be interrupted, must be a slow and
uncertain process. The present position of
Russia in Southern Manchuria and the
Liaotung Peninsula is grave in the extreme.

Yokohama, 19th February,
12.10 p.m.

Japanese officers in command of
reconnoitring parties in northern Korea
report that, with the exception
of a few scouts, no Russian troops
have as yet been encountered south
of the Yalu River.

RUSSIAN LOSSES CON-
FIRMED.

SIX SHIPS SUNK IN PORT ARTHUR.

The Foreign Office in Tokio has
been advised that Admiral Alexeieff
has reported to his Government in
St. Petersburg that the *Tsarevitch*,
Pallada, *Revisan*, *Askold*, *Novik*,
Senastopol and *Petropavlovsk* are
lost to the fighting strength of the
Russian Navy.

(This confirms the information communi-
cated to us yesterday by the courtesy of Mr. M.
Noma, Consul for Japan.—Ed., H.K.T.)

THE "KASUGA" AND
"NISSHIN."

THE EMPEROR'S THANKS TO
BRITISH CAPTAINS.

Lieut. J. F. Lea, R.N., and Sub-
Lieut. Hugh H. Poynter, R.N., were
received in audience to-day by the
Emperor at Tokio.

H.I.M. expressed his thanks to
these officers for the successful man-
ner in which they had succeeded in
accomplishing their mission in bring-
ing the *Kasuga* and *Nisshin* to Japan.

THE KAISER'S SYMPATHY
WITH JAPAN.

The German Emperor has placed
the Naval Hospital at Yokohama at
the disposal of the Japanese Govern-
ment.

RUSSIAN COLONEL MUR-
DERED.

CHINESE BRIGANDS AT WORK.

It is reported from Tientsin that
Colonel Mowsky, who was formerly
in command of the Russian Legation
Guard at Peking, has been murdered.

It is rumoured that he was done
to death by Chinese brigands, while
on his way to Harbin to take over
command of the garrison there.

THE TRAPPED CRUISER
AT SHANGHAI.

(From Our Correspondent.)

SHANGHAI, 20th February,
5.1 p.m.

It is reported that the Russian
unprotected cruiser *Mandjour*, which
has been ordered to leave the port,
has been bought by France.

CHINESE WAR FUND
FOR JAPAN.

The Chinese merchants here intend
calling a meeting to-morrow for the
purpose of forming a Japanese war
fund.

CAPT. OF THE S.S. "LOONG-
MOON" COMMITS
SUICIDE.

Capt. Schultz, of the s.s. *Loong-
moon*, has committed suicide by shoot-
ing himself.

(The s.s. *Loongmoon* left Hongkong for
Shanghai on Monday last.—Ed., H.K.T.)

SHIPPING AND MAILS.

MAILS DUE.

French (Sydney) 24th inst.

Indian (Calcutta) 24th inst.

Indian (Calcutta) 1st prox.

American (Kobe) 1st prox.

American (Galle) 9th prox.

her only reliable base is at Harbin, which is
nearly 600 miles from that port and fully three
hundred from the nearest point on the Yalu
river. With from 50,000 to 60,000 men cut off
in Port Arthur, Russia will be obliged to take
action with her forces available in the Prim-
orsk province and Manchuria. These
may perhaps amount to 150,000 men,
from which at least one half must be de-
ducted to protect her railway and line
of communications. Assuming that she suc-
ceeds in dispatching a force of 70,000 to the
front, half of which must march to relieve
Port Arthur and the remainder to oppose
the Japanese Army marching across the
Yalu into Manchuria, her position is still
one of immediate danger; since, tied to her
land communications, these will assuredly
prove insufficient to keep her forces
provided with ammunition and supplies. A
well organised force of 60,000 men, coming
from Korea, while an army of equal strength
occupies the country to the rear of Port
Arthur, will suffice to force its way through
all obstacles into Manchuria, where, in the
neighbourhood of Ki Tin, the railway
could be cut, thus disconnecting alike
Port Arthur and Vladivostok from the
Siberian system. Russia must know this,
and therefore she will do all to bring
another Power into the struggle on her side.
To do this she must provoke hostilities with
England, and this she will assuredly do,
either a flagrant outrage to British com-
mercial shipping or an advance into Afghan-
istan or Tibet. At war already, she has
little to lose by an increase in her foes, so
long as her territory in Europe stands small
chance of attack. That the majority of
Frenchemen would view with displeasure the
co-operation of their country in a struggle,
having its origin in Russia's ambition for the
extension of her empire in the East, there
is small doubt, and it is probable that a
French Cabinet consenting to such action,
would court immediate downfall amidst a
storm of popular indignation. Unfor-
tunately, immense sums of French gold are
invested in Russian stocks, and the wily
Muscovite can make this a string on which
to play a lively tune. There was never a
moment in the history of our Empire when
it was more necessary for our statesmen to
be on their guard and prepared for all
eventualities.

LOCAL AND GENERAL.

ACCOUNTS of the grounding of the German s.s.
Elba and a serious mishap to the German s.s.
Oceanus are printed on the third page.

MR. A. C. Franklin has been appointed to act
as Government Analyst on the departure of
Mr. Frank Browne on leave of absence.

MR. R. H. Crofton has been appointed to act
as local auditor of Hongkong with effect from
14th inst., during the absence of Mr. H. C.
Nicolle on service in Ceylon.

THE committee appointed by the London
County Council to inquire into the safety of
the theatres has submitted a report condemning
the Drury-lane theatre as being unsafe in the
case of fire.

A MEETING of the Justices of the Peace will
be held at 2.15 p.m. on 1st March for the
purpose of considering an application from Mr. A.
Moir for the transfer of his publican's licence
to sell and retail intoxicating liquors at the
Peak Hotel, to Mr. G. L. Duncan.

It is notified that the King has not been ad-
vised to exercise his power of disallowance with
respect to the Ordinance to further amend The
Magistrates Ordinance, 1890; the Ordinance
to define the boundaries of the City of Victoria;
and the Ordinance to repeal the New Territories
Titles Ordinance, 1902. (No. 47 of 1902).

HONGKONG RIFLE ASSO-
CIATION.

According to Mr. A. Chapman interest in the
Hongkong Rifle Association has been steadily
on the decline and its members do not "back
up" with their shooting it will die out alto-
gether. This is what he told those present at
the annual meeting last evening, and when
Mr. M. S. Northcote, the hon. secretary, ex-
plained that there had been a falling off of
membership; that \$300 was lost at the Easter
meeting; and that the weekly shoots had not
been paid for, it was a question as to whether
they were to continue or wind up. Out of a
membership of 105 he calculated that there were
about 75 per cent who paid subscriptions; some
members had not paid for two years, and some,
again, had left or were leaving. The balance
in hand was \$382.66, while the liabilities would
nearly swallow it. There were advertising con-
tracts with three newspapers, \$50 each; rent to the
Navy 500; printing reports, and other sundries.
These were current accounts, and \$36 for spoons
had yet to be paid. If they did not squander
over their Easter meeting they might be able
to have a balance in hand. He intimated that
he would positively not carry on the duties of
hon. secretary after next year if they had not
amalgamated with the Army Rifle Association
concerning which discussion had been raised.

In addition to Mr. Northcote's re-election, the
following committee was appointed: Mr. A.
Chapman, Col. Serjt. Cross, Mr. MacDonald,
Mr. Parker, Mr. Penning, Serjt. Major Roberts,
and Mr. Watson. Votes of thanks to Mr.
Northcote and Col. Serjt. Cross were then
proceeded to give.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

ANNUAL MEETING.

The ordinary half-yearly meeting of the
shareholders in this Corporation was held at
the City Hall at noon to-day. There were
present:—Messrs. A. J. Raymond (in the chair),
H. E. Tomkins, Hon. C. W. Dickson, E. Goetz,
A. Haupt, H. Schubart, E. Shellin, N. A. Siebs,
H. W. Shade, C. A. Tumes, E. S. Wheeler,
(Directors), J. C. Smith (Chief Manager),
G. C. C. Gable, H. M. Davis, H. Humphreys,
H. N. Mody, J. S. Nicholson, C. W. May,
C. J. Gonsalves, J. R. M. Chai, H. E. R. Hunter,
Lau Wei Chun, E. George, J. A. Chinoy,
H. A. F. Denny, D. Forbes, P. A. Barlow,
G. de Champeaux, K. McK. Ross, E. A. Hewitt,
J. Orange, G. H. Potts, G. M. Bain, A. V.
Apar, H. M. Nemaze, F. B. Marshall, Ho
Fook, E. S. Joseph, J. M. S. Alves, J. H. Lewis,
R. K. Leigh, W. H. Potts, P. H. Potts, J. J.
Leiria, W. Lysaught, Capt. F. D. Goddard,
S. Hancock and others.

The notice convening the meeting, and the
report of the Court of Directors having been
read.

The Chairman said:—Gentlemen,—Your di-
rectors are very pleased to come before you with
the favourable report which I have just read.
I feel sure that all our shareholders, and more
especially those at home, will be glad to find
that, notwithstanding the uneasiness which
has prevailed during the period under review,
in consequence of the political situation in the
Far East, we are able to recommend a dividend
of £1. 10. 0. and a bonus of 10/- per share, and
also the transfer of \$500,000 to credit of silver
reserve fund. As regards our sterling reserve
of £1,000,000 your directors have deemed it
advisable to make some adjustment of our
investments in view of the serious fall in the
price of all first class securities. You will
observe in the balance sheet that our hold-
ings of £370,000 2½ Consols have been
written down to 85. The National War Loan of
which we hold £255,000 is redeemable in 1901
at par and that stock is quoted at about 97;
we have therefore allowed it to remain unchanged
in our books at 90, but the other sterling se-
curities amounting to £325,000, all of them gilt
edged stocks, have been written down to
£280,000, which is considerably lower than the
present market prices. Then apart from re-
serve fund our investments appearing under the
heading of Consols, Colonial and other se-
curities, as £187,846.78 have likewise suffered
in the general depreciation and for these ample
provision has also been made. We may
reasonably expect to see all these securities re-
cover in value in course of time, but I am sure
it will be a satisfaction to every one interested
in the welfare of the Bank to know that we are
continuing along these safe lines of policy
which have brought us to our present strong
position. (Applause.) I may mention that
these securities largely consist of British Gov-
ernment stocks, we have such a big interest
in the Far East in the ordinary course of our
business that it has not been the custom to
include that field in our separate investments
to any great extent. Compared with the last
report the other figures in the balance sheet do
not present any very striking feature. Deposits
have slightly increased, our note circulation
continues to expand and bills payable stand at
\$20,889,914.55 against \$12,273,675.78 last half
year, but both these items are usually higher in
December than in June. On the other side the
amount of our cash and also of our bullion in
hand and in transit is larger; bills discounted
loans and credits show a decrease of about
\$7,000,000, while in bills receivable there is an
increase of \$11,000,000. All the writing down
which I have mentioned has been effected out
of current profits, so that the result of the half
year's working is really better than at first sight
appears from the report; that result, gentlemen,
bears better testimony than any words from me,
to the efficiency of our managers and staff gen-
erally, and in order to mark our appreciation of
their successful efforts we have voted them a
bonus of fifteen per cent on their salaries, and
this I trust will meet with your approval.
(Applause.) I do not think that there has been
anything in the general course of trade as
reflected in our business which calls for
special comment, unless it be the pheno-
menal rise and violent fluctuations in the
price of cotton and this, I fear, will have an
adverse effect on the import trade all over the
East for some time to come. And now, gen-
tlemen, in conclusion, one word on the political
situation. In my speech at the last general
meeting six months ago I ventured to express
the hope that the efforts of diplomacy might
prove successful in bringing about an amicable
settlement of the difficulties then threatening
the peace of the Far East. Unfortunately that
hope has not been fulfilled. All that I can
now say is that I very earnestly desire—I am
sure we all very earnestly desire—that the war
which has broken out between Russia and
Japan may be brought quickly to an end, and
that it may result in a lasting peace based on
the principle of the maintenance of the integrity
of China, (including the rich and fertile pro-
vince of Manchuria, with its vast commercial
potentialities) and the effectual operation of
the policy of the open door with equal trading
opportunities for all. In the meantime you
may rest assured that the management is fully
alive to the gravity of the situation, and will
use every endeavour to safeguard your interests.
If any shareholder desires any further in-
formation I shall be glad to answer any ques-
tions. (Applause.)

There being no questions, the Chair-
man proposed that the report and accounts as pre-
sented be adopted and passed.

Mr. Marshall said:—Mr. Chairman, and
gentlemen, I have much pleasure in second-
ing the adoption of the report and accounts as pre-
sented. The report before us combined with
the able speech we have just heard from the
Chairman, will, I think, meet with the warm
approval of all our shareholders.

Mr. H. D. Stewart then proposed and David
McLean seconded.

That the books, accounts and documents of
the company, and of the liquidator thereof,
be retained by the liquidator, he undertaking
to destroy the same upon the dissolution of the
company.

That resolutions were carried unanimously
and the meeting terminated.

THE BANK OF CHINA AND
JAPAN, LTD.

(IN LIQUIDATION.)

Following is the report of proceedings of the
final meeting held on 19th January, 1904:—

A general meeting of the members of the
above-named company was held at the Cannon
Street Hotel, London, on Monday, January
19th, 1904, for the purpose of having an
account laid before them of the manner in
which the winding-up has been conducted and
the property of the company disposed of, and
of hearing any explanation that may be
given by the liquidator; and also of determin-
ing by extraordinary resolution the manner in
which the books, accounts, and documents of
the company, and of the liquidator thereof,
shall be disposed of.

Mr. J. M. Skinner, the liquidator, who pre-
sided, having read the notice calling the meet-
ing, said:—Gentlemen,—At a general meeting
held on 2nd November, the advisability of
adopting a scheme, to keep the claims on the
Chinese shareholders of the old Bank alive, as
an alternative to closing the liquidation and
thereby abandoning them was considered, and
there being a large majority of shareholders
in favour of the latter course, I intimated to
the meeting that I should, with as little delay as
possible, take the necessary steps to have the
liquidation of both the old and new banks
concluded. In accordance with this intimation,
I applied to the Court for an order to dissolve
the old Bank, and I have now to report to you
that such an order was made, and that the
Bank of China, Japan and the Straits, Limited,
was dissolved on the 10th December last. On
the 25th November I declared a third and final
return of capital on the ordinary shares of this
Bank, payable on and after the 7th December,
and on the 8th December I inserted in the
London Gazette the necessary advertisement
convening this final general meeting of mem-
bers. At the meeting on the 2nd November
last a statement of accounts up to the 22nd
October was approved and adopted, and I now
submit for your approval and adoption a final
balance sheet which brings the accounts up to
the present date and includes the estimated
expenses necessary to finally conclude the
liquidation of this company.

I then read and explained the final balance
sheet and mentioned that the amount of £407
11s. estimated for salaries, office expenses, &c.,
from date of dissolution of the company agreed
exactly with the available surplus cash. He
had made an estimate of these expenses and it
came to somewhat less than this amount, but
he intended to dispose of the difference which
represented less than 3d. per share, by adding
it by way of bonus to the salaries of Messrs.
Wills and Bennett, the two employees of this
Bank who are still in his service.

The summary of the balance sheet was as
follows:—

Liabilities.
To paid-up Capital £180,702 10 0
To Profit and Loss Account ... 2,462 13 9
£183,165 3 9

Assets.
By Bills Receivable and other
Assets (irrecoverable) £ 47 3 6
By unrealised Assets of Old
Bank (irrecoverable) 291 5 3
By Deficiency Account (irre-
coverable) 180,000 0 0
By Liquidation Expense 2,826 15 0
£183,165 3 9

With regard to the books, accounts and
documents of the company and of the liquidator,
under the Companies Act, 1862, these may
be disposed of in such way as an extraordinary
resolution directs, and the resolution to be put
to this meeting directs that they shall be
retained by the liquidator on his undertaking
to destroy the same upon the dissolution of the
company, which, as you are no doubt
aware, will take place in three months' time.

No questions having been asked Mr. David
McLean proposed and Mr. H. D. Stewart
seconded.

That the account submitted to this meeting
and showing the manner in which the winding-
up has been conducted and the property of the
company disposed of, including the proposed
distribution between the two above mentioned
employees of the company any sum which may
remain in the hands of the liquidator by reason
of the expenses of closing the liquidation fall-
ing short of the above-mentioned estimate of
£407 11s., be received and adopted.

Mr. H. D. Stewart then proposed and David
McLean seconded.

That the books, accounts and documents of
the company, and of the liquidator thereof,
be retained by the liquidator, he undertaking
to destroy the same upon the dissolution of the
company.

That resolutions were carried unanimously
and the meeting terminated.

THE BEER to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

THE BEER to drink in the tropics

TELEGRAMS.

Chinese Labour for South Africa.

Mr. Samuel's amendment to the address opposing Chinese labour in the Transvaal has been rejected. The Transvaal is now able to proceed with the importation of Chinese labour.

The Russian Fleet.

Six Russian war-ships passed Gotland in Sweden, on the 15th instant, going South.

Russian Re-Informations to the Far East.

The Tsar reviewing the Siberian regiment proceeding to the front, in a stirring address, wishing them success and invoking a blessing on the Russian Arms, concluded by saying "Good-bye, my brothers."

LATER.

The Tsar has issued a manifesto bitterly inveighing against Japan, in which he declares that much time is now necessary to strike blows worthy of the dignity and the might of Russia. Japan's treachery and provocation, however, will yet be avenged a hundred fold.

The War.

A telegram received in St. Petersburg says the Japanese are bribing the Tunguses to destroy the Manchurian railway.

Admiral Makaroff has left St. Petersburg. He supersedes Admiral Stark in command of the fleet at Port Arthur and is accompanied by a large staff including engineers and naval architects.

Obituary.

The death is announced of Senator Hanna, the U.S. Republican leader, but the opponent of President Roosevelt.

Albanian Insurrection.

The Albanian insurgents have been routed, losing 800 in killed and wounded. The Turkish loss was heavy.

REPORT ON THE TUNG WA HOSPITAL.

Following is a translation of the report of this hospital:—

Sir,—The undersigned, committee of the Tung Wa Hospital, have the honour to state that, in accordance with the established regulations, a public meeting of the members of the hospital and of the Kaifong of the whole of Hongkong was summoned on the 22nd day of the 11th Moon (the 12th December, 1903), for the public election of new directors to take over the management of all the affairs connected with the hospital.

The names of the sixteen newly elected directors are now herewith submitted with a request that they may be forwarded to His Excellency the Officer Administering the Government for his information: Chau Siu-ki, of the Man On Insurance Company, Ma Fat-ting, Lai Hing-fun, Chu Kiang-wan, Tung Chan-fun, Kwok Yik-ue, Sui Kat Bank, Chan Pui-kai, Fung Shing-lung rice shop, Wong Lai-chun, Kowloon Wharf & Godown Co., Chau U-ling, Ibsen & Co., Leung Ping nam, Ming Kee piece goods shop, U Hoi-chau, Tsun Tai foreign goods shop, Lo Cheuk-wan, Kung Wo Hong, Chiu Chau-sam, Tseung Wo Californian firm, Luk Lai-cho, Yan On cotton yara firm, Wong Pik-shun, Wong Tse ng Wa shop, Kwok In-wan, Austrian Lloyds Steam Navigation Co., Ling Yau-chik, Shang Yuen opium shop, Chan Wok ui, Kwong On, pawn-broker.

Further, the names of the three of the sixteen directors, who have been appointed to manage the financial affairs of the hospital are subjoined:—Chau Siu-ki, Ma Fat-ting, Chu Kiang-wan.

Noon of the 15th of the 11th Moon of the Kwai Mau Year (3rd January, 1904), has been selected as the time for handing over the accounts, deeds, and all the affairs of the hospital to the new directors.

As is customary the undersigned will act as assistant directors this year, and they present this petition, as in duty bound, hoping that you will peruse it.

A copy of the statement of the receipts and disbursements of the Hospital for the Yam Yan Year (1902) is also herewith submitted for your information.

TANG LAN-KUK, and others.

Dated the Kwai Mau Year (1903).

Hon. A. W. BREWIN,

Registrar General,

&c., &c., &c.

SHIPPING REGULATIONS.

Following is a regulation made by the Officer Administering the Government in Council, under section 37 (1) of the Merchant Shipping Consolidation Ordinance, 1899, on 18th inst, and published in the *Gazette*—

1. Table "E" of the Merchant Shipping Consolidation Ordinance, 1899, as amended by section 38 of the Merchant Shipping Amendment Ordinance, 1901, is hereby further amended by adding the following regulations thereto, that is to say:—

(a)—If, any time subsequent to the granting of a certificate of competency, it shall appear to the Harbour Master that the photograph attached thereto fails to accurately represent the holder, he may call upon the said holder to produce three copies of a photograph which shall accurately represent him for attachment to the certificate and the licence of the vessel to which he may belong.

(b)—If any launch master or engineer shall at any time be unemployed for any period exceeding two years as shown by the record book, he shall be re-examined before engagement for duty in such a capacity in a steam ship under sixty tons, without a fee unless a new certificate is required.

THE WAR.

PORTUGUESE NAVAL DIVISION FOR CHINA.

According to the Lisbon paper *Diario de Noticias* of the 9th ult., it is reported that, in view of the political situation in the Far East, instructions have been issued to form a naval division consisting of three cruisers under the command of a rear-admiral, to proceed to Macao.

It is said that two of the cruisers will be the *S. Gabriel* and the *S. Rafael* and that the third will be either the *D. Carlos* or the *D. Amelia*.

FRENCH CRUISER "SULLY."

The French Minister of Marine ordered the cruiser *Sully* to leave Toulon for the China station on 16th ult. French naval officers are, says a writer in the *Pigara*, aghast at the order. The cruiser is not ready, and cannot be got ready in the time, her trials having revealed serious defects in her armament. Indeed, if she sails on the day announced she will be almost useless for serious service in the event of war, and may even have to share the fate of the *Entrecaux*, which had to return, after a few months in the Far East, to repair her guns. Decidedly M. Pelletan would be a potent factor in the preservation of peace if that depended upon French readiness for war, observes the *P. M. G.*

WHAT WILL ENGLAND DO?

In view of the present more than critical state of affairs, it seems worth while to consider what attitude is likely to be adopted by the Government of Great Britain. We (*Kobe Herald*) have noted that foreign opinion out here generally discounts the possibility of any active intervention on the part of England. This view, we are compelled to think, is hardly based on a perfect comprehension of all the factors which are involved. There are four points which, we consider, should be taken cognizance of in arriving at a definite conclusion on this matter. Firstly, ever since Japan made her move to bring herself into range with the civilisation of European countries, there has been a strong sympathy towards her on the part of the English people. In the second place, British sentiment towards Russia has for many years been of a far from friendly character, and its hostility has not been diminished by certain incidents of recent date, such as the massacres at Kishineff, and the extraordinarily unscrupulous attitude adopted with regard to Manchuria. Thirdly, it has to be remembered that England herself has very large interests at stake in the Far East. If she does intervene in behalf of Japan, such action will by no means be due to purely philanthropic motives. While we are at all times prepared to maintain the general liberality of the action adopted by Great Britain in regard to the struggle for existence in which the various nations of the world have for centuries been engaged, we perfectly agree that she cannot afford to engage in Quixotic intervention in favour of other nations in cases where important interests of her own are not at stake. It is certain, however, that this would be the case with regard to the war which now appears to be at hand? We think, on the contrary, that the British Government may very reasonably come to the conclusion that a Russian victory leading to the dominance of the Far East would work almost as much injury to their subjects as to the people of this country. When it is borne in mind how extensive are British commercial relations with the Far East, and to what a degree the triumph of Russia in these regions might eventually present a menace to England's aspirations in India, China, Burma and other parts of the world, we think that it must be realised that, if she should take an active part in assisting Japan in her struggle with the northern empire, she would be actuated by far other than purely sentimental considerations. We may say at once that we should be among the last to advocate intervention by either England or any other Western power, because we realise fully that such a course might involve a world war of which the extent and consequences cannot at present be foreseen. But it seems to us undesirable to blink the possibility of future happenings simply because they are unwelcome, and we therefore think that the contingency of England becoming more than a passive participant in the coming contest ought to receive more serious attention than it yet seems to have been accorded out here. It is, we think, perfectly obvious that public opinion in London has already been much aroused in regard to the present crisis. When paper of the standing of *The Times*, *The Telegraph*, *The Morning Post*, *The Daily Mail*, and that very staid journal, the *Daily Graphic*, publish articles insisting on the importance of the interests which Great Britain has at stake, and demanding that the Government shall adopt a strong attitude, and when, as occurred not long ago, the "man in the street" indulges in open demonstrations in favour of Japan, it must be fairly evident that the English nation is likely to adopt a very far from indifferent attitude towards the approaching struggle. It is, of course, possible that, as is suggested by Manila and Birmingham despatches, one of which appeared in our columns last night and the other is published this evening, that the British Government may confine themselves to endeavouring to obtain some further privileges for their country in China, but very much doubt if they are at all likely to adopt any policy of this purely selfish description. Sentiment in England is altogether sympathetic to Japan, and this consideration alone should be sufficient to induce the Government to do their utmost, even if a pacific attitude is maintained, to assist the righteous cause which is being championed by this nation.

TURF TOPICS.

Most of the owners of the crack ponies and their less fortunate confederates reserved the final gallops of their stable until to-morrow morning, when the fast work of trials will practically cease, and the remaining morning be devoted to training exercise. What little there was to be seen this morning was not without its interest, and some of our readers will, in all probability, spot their special "fancy" in the list of names below. The ponies galloped this morning included the following:—

Huron— $\frac{1}{2}$ mile—38, 1.13, 1.45.
Casadaga— $\frac{1}{2}$ mile—35, 1.10, 1.44 $\frac{1}{5}$.
Rocket— $\frac{1}{2}$ mile—31.
Daybreak— $\frac{1}{2}$ mile—31, 1.02.
Pink Rose and Culex— $\frac{1}{2}$ mile—32, 1.01.
La France Rose— $\frac{1}{2}$ mile—29 $\frac{1}{5}$.
Aladdin— $\frac{1}{2}$ mile—30 $\frac{1}{5}$.
Arzapogue, The Baillie, and Good-bye— $\frac{1}{2}$ mile, last mile 37, 1.12, 1.45, 2.19 $\frac{1}{5}$. The Baillie kept behind but galloped up very gamely and came in first.

The Crow— $\frac{1}{2}$ mile—last $\frac{1}{2}$, 35, 1.09 $\frac{1}{5}$, 1.40 $\frac{3}{5}$. Total 2.17.

Chieftain— $\frac{1}{2}$ mile—33 $\frac{3}{5}$, 1.07 $\frac{2}{5}$, 1.42, 2.17 $\frac{1}{5}$, 2.50 $\frac{2}{5}$.

Mongoose— $\frac{1}{2}$ mile—1.03.

Colonist and Emigrant— $\frac{1}{2}$ mile—last $\frac{1}{2}$, 32, 1.04.

Persistence— $\frac{1}{2}$ mile—last $\frac{1}{2}$, 34, 1.06 $\frac{1}{5}$.

Totilla— $\frac{1}{2}$ mile—42, 1.12, 2.02, 2.46 $\frac{1}{5}$, 3.18.

Rajah and Onie More— $\frac{1}{2}$ mile—39, 1.14, 1.49 $\frac{1}{5}$, 2.25, 2.59, 3.30 $\frac{2}{5}$.

Red Tootie— $\frac{1}{2}$ mile—last $\frac{1}{2}$, 38, 1.15, 1.47.

Turbine— $\frac{1}{2}$ mile—33 $\frac{2}{5}$, 1.05.

Hazard, Lord Alby and Bonoline— $\frac{1}{2}$ mile—34, 1.08 $\frac{1}{5}$, 1.44, 2.18 $\frac{3}{5}$.

Zagloba— $\frac{1}{2}$ mile—37, 1.12, 1.48, 2.20.

Ben Roy and Ca Canny— $\frac{1}{2}$ mile—33, 1.04 $\frac{2}{5}$.

WALERS.

Remnant— $\frac{1}{2}$ mile—32 $\frac{2}{5}$, 1.04, 1.32, 2.01.

Che Sai— $\frac{1}{2}$ mile—27.

Runaway Girl— $\frac{1}{2}$ mile—last $\frac{1}{2}$, 31, 1.02, 1.30.

Brilliant— $\frac{1}{2}$ mile—30, 56.

EARLY BIRD.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

HONGKONG BREWERY CO., LTD.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—My attention has been called to a letter which appeared in your last issue signed "Butterfield & Swire, General Agents, Taikoo Sugar Refinery Co., Ltd.," in which the writers point out that they have entered into no agreement with the Brewery Co. for the supply of any water from their reservoir, and that they have no intention of doing so. In my speech I never referred to Messrs. Butterfield & Swire, nor the Taikoo Sugar Refinery, and I never said anything to lead anyone to suppose that we have made any agreement with them for a supply of water from their reservoir. We have an ample supply of water of our own, of excellent and suitable quality for all our purposes, flowing through our own property; and, in addition, we have the right to draw from the dam or reservoir to which I referred, (and which is not on the Taikoo Sugar Refinery Co's property), as much water as will flow through a two-inch pipe. That pipe, and supply of water is provided for in the Assignments from the vendor to myself, and from myself to the Brewery Co. We have not approached Messrs. Butterfield & Swire for any supply of water for the reasons given above.—I am etc.,

E. A. MEURER.

Hongkong, 20th February, 1904.

RUSSIA'S NORTHERN STRONGHOLD.

DESCRIPTION BY RECENT VISITORS.

The *Strait's Echo* publishes the following description of Port Arthur shortly before war broke out.

Russia's reticence with regard to all her doings by sea or land is a reticence that may be felt. As everybody knows, she has forbidden British war correspondents to accompany either her army or her fleet. It is the simplest form of Press censorship.

Russia herself, however, has her limitations. She knows how to deal with war correspondents, however "enterprising" they may be.

But the American woman with her irreverent sang-froid is a novel entity, and has no place in the arrangements of an ancient nation. Perhaps it is for that reason that the *Chicago Tribune* contains a luminous description of Port Arthur, written in November, by an American lady, Eliza R. Scidmore, who was on board a Japanese liner. At that time the war-cloud was no bigger than a man's hand, but it was visible to the naked eye.

And at the very outset Russian militarism greeted the writer when she first saw Port Arthur.

The lowest of Japanese coolies (she writes) has a personal pride and self-respect that does not permit of his being roughly or unduly handled by anyone, and it was interesting for the passengers to see how much longer the crew would stand the rough handling and hustling of the booted Cossack. But the little sailors and stokers took it patiently, returned the anxious looks of their officers with shrugs and reassuring smiles, and made no difficulties because of barbarian manners. The gloomy quarantine doctor in his immaculate uniform left us, and we swung at anchor another two hours before permission came for us to enter the harbour of Port Arthur.

STRONGLY FORTIFIED.

The narrow entrance to the stronghold was further closed with log booms, until there barely remained room for the ship to creep into the oval amphitheatre of Port Arthur. From the oval anchorage we had seen fort, embrasures, earthworks, and signal stations on every height. Zigzag tracks ran up to every fortified hill crest; barracks and powder magazines were at the foot of the slopes.

The residence of the military governor capped the hill directly ahead of us, with the town spread below and around it. The east-basin resounded with the noise from shipyards and workshops, and tents spread away to the foot

hills beyond more barracks. To the left lay large transports and ships of the Volunteer Fleet, just in from Odessa with men and munitions, and in the western basin dredgers were finishing the work of harbour-making for the commercial city which the Viceroy Alexieff has now decreed. Stone barracks—a dozen of them—lay beyond the ground plan of the new city across the railroad tracks, and from shipyards on the inner side of the entrance island came the din of forced work. Ten torpedo boats lay there, all in workmen's hands at once, and all day and all night the hammer went on.

There was a heavy cargo to discharge—thousands of boxes of bottled Osaka beer, cases and cases of Japanese mineral water, bags of rice, cornmeal, flour, and other food-stuffs in proportion.

A Korean quartermaster, speaking Chinese, Japanese, Russian, and English, presided over the work, and was go-between for every sort of proceeding, maintaining his imperious Korean calm while all sorts of heathens and barbarians raged around him. First, some booted Cossacks in belted white blouses clambered up the gangway, one with boxes of cigarettes to sell, which he produced from a grimy pillow case. He disposed of them at 1-50 each, while a colleague sold a silver-watch, another a pair of boots, and the three departed.

STOLEN PROPERTY.

"They are stolen, of course, you know," said a ship's officer.

"But how dare they come in uniform in broad daylight, and sell them? Why don't you inform the police?"

"Ah! we cannot assist in conducting the Russian Government you know. They must watch and punish their own people. There are tide-writers of the Custom House on board, every package and person on the ship is under surveillance; so why do they not stop this thing if they wish to? Every time we come here, every time any foreign ship comes here, there are soldiers on board peddling things in this same way. Let the Cossacks catch the Cossacks."

The early part of October was an anxious time for this town, Port Arthur. October 8 was approaching—the day set for Russia's evacuation of Manchuria or war. Neither came, but on that day and for many days after there was war talk and war scare in all the Far East. In his quality of absolute ruler of East Russia, Viceroy Alexieff had summoned Baron de Rosen, the Russian Minister at Tokio, to him, the envoy being peremptorily called from his dinner table as it were to rush by fast trains to Nagasaki and there embark in a Russian cruiser.

In a few days Baron de Rosen was speeding back to Tokio at the same express speed, and special trains and private cars brought officers down from Mukden and farthest Manchuria to be closeted in the palace about the dry dock.

Each day brought its rumours—one from Chefoo that a first naval battle had been fought off the south coast of Korea, and another rumour that a land battle had been fought at Yongnampho, in Korea, where the Russians have been conducting a long drawn game, ending in the bold construction of a fort.

INSULTING JAPANESE.

The insolence with which they treat the Japanese whom they meet is reflected and intensified in the manners of the shopkeepers in town. In a book-store, where many of the ship's passengers were purchasing Port Arthur's picture postcards, the tall faced clerk, who spoke all languages, was cringing servility to Americans and contemptuous brusquerie to a party of Japanese gentlemen.

"This is Manchuria, you see," said this clerk, holding up a yellow card embossed with the double-headed eagle of Russia above a fat dragon. "Eagle on top of dragon. Soon there will be the eagle on top of two dragons," and he nodded his head towards the Japanese customers. Colour mounted in each Japanese countenance, and lips were drawn in silence, but no other sign, no intimation, came from them that they had heard the boast.

In January 1895, Port Arthur was captured by the Japanese, and for a few months held by them, pending the payment of the war indemnity. Observing their solemn treaty pledges, the Japanese evacuated Port Arthur on the day agreed upon. There was a non-alienation clause in the treaty of Shimonooseki by which China promised never to cede the Liao-tung peninsula to any other nation, and which the Russian Minister for Foreign Affairs at that time keenly resented as an implication of ulterior designs on the part of Russia. All the world may still remember how the Russian fleet assembled there in 1893, jockeyed the British fleet out of Port Arthur, and raised the Russian flag there in permanency, on the claim of a ninety-nine year lease.

COMMERCIAL.

WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly and Potts report:—During the week, dulness has prevailed owing to the intervention of the China New Year holidays, and the near approach of the annual race meeting which commences next week.

Banks.—Hongkong and Shanghai Banks have further depreciated in value since our last report and shares have been parted with at \$635. The London quotation is unchanged at £61. Nationals are inquired for at \$34.

Marine Insurances.—Unions are procurable at \$485, and China Traders have sellers at \$55.

Fire Insurances.—Hongkong Fire's continue firm at \$305. China Fire's have been sold and are still offering at \$91. The report for present on to shareholders at the forthcoming meeting shows a balance of profit for the year 1902 of \$12,808.88 from which sum it is proposed to pay a dividend of \$6 and a bonus of \$1 per share, add \$2,915.14 to extra reserve fund and \$15,000 to investment fluctuation account. The balance at credit of working account on the 31st December, 1903, was \$329,047.48 showing a gain of \$66,149.81 over the previous twelve months, which must be considered satisfactory.

Shipping.—Hongkong, Canton and Macao Steamboats have been dealt in at \$28. Indo-China has ruled quiet and are quoted at \$83. Douglas Steamships are on offer at \$35. China and Manilas have receded to \$24 at which the shares can probably be obtained. Star Ferries (old issue) remain unaltered at \$30. The new shares have found buyers at \$18. There is nothing doing in Shell Transports but shares can be placed at \$10. Shanghai Tugs have been done at \$15. 27 and \$44 for the ordinary and preference shares respectively, closing with buyers for the latter at \$15.45.

Mining.—The market for all mining stocks is dead at the moment.

Refineries.—China Sugars are steady with sales and further buyers at \$107.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been disposed of and more shares are wanted at \$36. According to latest telegraphic advices from Shanghai, Farnhams have further advanced and are in demand at \$117. We have heard of no transactions in either Kowloon or Hongkong Wharfs but both stocks remain firm at the previous week's quotations.

Land, Hotels and Buildings.—Hongkong Lands have declined to \$149 and are on offer after sales at this price. Hongkong Hotels are in the market at \$146. Astor House Hotels have been placed at \$261, \$264 and \$26. There are small buyers of Hotel des Colonies at \$14. Business has been done in Humphreys' Estate at \$10.60 and in China Providents at \$9.

Cotton Mills.—Hongkong Cottons can be brought at \$151. Lau-Kung-Mow have changed 100 in the North at the reduced rate of \$15.34.

Cigar Companies.—There is no business to report.

Miscellaneous.—Green Island Cements have weakened to \$25. China Boraxes are easier and can be procured at \$83. Further sales of A. S. Watsons have been effected at \$144. Electrics are without business and remain unaltered at last quotations. William Powells are to be had at \$91. Langkats have been fixed at \$15.295.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/10 1/16
Do. demand 1/10 1/16
Do. 4 months' sight 1/10 1/16
France—Bank T.T. 2/37
America—Bank T.T. 4/51
Germany—Bank T.T. 1/39
India T.T. 1/39
Do. demand 1/39
Shanghai—Bank T.T. 7/1
Japan—Bank T.T. 93/4
Singapore—Bank T.T. Nominal
Java—Bank T.T. 1/34

Buying.
4 months' sight L/C. 1/11 1/16
6 months' sight L/C. 1/11 1/16
30 days' sight San Francisco & New York 4/3
4 months' sight do. 4/3
30 days' sight Sydney and Melbourne 1/11 1/16
4 months' sight France 2/32
6 months' sight 2/33
1 months' sight Germany 1/37
Bar Silver 27 1/2
Bank of England rate 4 1/4

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 900/920
" Old @ 960/1,020
" Oldest @ 1,030/1,100
Patna New @ 1,250
Benares New @ 1,245
Persian (Paper) @ 850/900

NOTICES.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 31st December, 1903, at the Rate of ONE POUND AND TEN SHILLINGS (together with a BONUS OF TEN SHILLINGS STERLING per Share of \$125, is PAYABLE on and after MONDAY, the 22nd Day of FEBRUARY current, at the OFFICES of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 20th February, 1904. [276]

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business, at 11.45 A.M., on TUESDAY, WEDNESDAY and THURSDAY, the 23rd, 24th and 25th instant, respectively.
Hongkong, 20th February, 1904. [273]

WANTED.

GOOD CLERK and GOOD BOOK-KEEPER, European or other. Apply, stating Experience and Salary demanded, to "B.A."

C/o Hongkong Telegraph Office.
Hongkong, 20th February, 1904. [277]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on TUESDAY, the 23rd instant, at 10 A.M.

For Freight or Passage apply to DOUGLAS, LAFFRAIK & CO., General Managers.

Hongkong, 20th February, 1904. [274]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBA,"

Captain Luning, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th February, 1904. [275]

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

will give

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 21st February.
GLASGOW AND LIVERPOOL	"MENELAUS"	On 27th February.
GLASGOW AND LIVERPOOL	"RHIPEUS"	On 4th March.
GLASGOW AND LIVERPOOL	"MACHAON"	On 5th March.
GLASGOW AND LIVERPOOL	"TELEMACHUS"	On 12th March.

S.S. "AGAMEMNON" left Singapore on 15th inst., and is due here at daylight, on 21st inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"MOYNE"	On 1st March.
LONDON & ANTWERP	"GLAUCUS"	On 15th March.
GENOA, MARSEILLES & L'POOL	"AJAX"	On 20th March.
LONDON & ANTWERP	"PAKLING"	On 29th March.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"AGAMEMNON"	On 24th February.
S.S. "PELEUS" left Victoria, B.C., on the 30th ult. for this Port via Japan.		
S.S. "TYDEUS" should leave Pacific Coast for this port via Japan on the 18th inst.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th February, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KALGAN"	24th instant.
MANILA	"KANSU"	24th "
YOKOHAMA and KOBE	"SHANTUNG"	26th "
TIENTSIN	"CHIH LI"	1st March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, VILL, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	3rd "

* The Attention of Passengers is called to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is aboard.

† Taking Cargo on through Bills of Lading for all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th February, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th Feb., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 5th Mar., at 10 A.M.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 20th February, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	J. T. Horne	Feb. 24, 1904.
"INDRASAMHA"	5,197	W. E. Craven	Mar. 24, "
"INDRAVELLI"	4,899	R. P. Craven	Apr. 24, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.FARE—(Week Days) 1st Class (including
cabin and servants), \$3; Return Ticket, \$5;
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st and 2nd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Time and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok
Street.The Steamers on an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERS CANTONNAISES.

I. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"
Captain Franguel, leaves Hongkong for Canton
at 9 P.M., on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual and will shortly
be followed by the Steamer "CHARLES
HARDOUIN."These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00

Second Class European.....3.00

First Class Chinese.....1.50

Second Class Chinese......80

Deck......30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further Particulars, apply to

I. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central,
Hongkong, 6th February, 1904.DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG,"

Captain Gibson, will be despatched for the
above Port, TO-MORROW, the 21st instant,
at Daylight.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 20th February, 1904.

FOR YOKOHAMA AND KOBE.

THE Steamship

"SAMBIA,"

Captain Luning, will be despatched for the
above Ports, on TUESDAY, the 23rd instant,
at Noon.

For Freight, apply to

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 15th February, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"HANGSANG,"

Captain Wilde, will be despatched as above
on WEDNESDAY, the 24th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 19th February, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as
above, on WEDNESDAY, the 24th instant,
at Noon.This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 19th February, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"SYDNEY,"

Captain Blanc, will be despatched for the
above Ports on or about WEDNESDAY, the
24th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th February, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.

"MACDUFF" 1st Mar.

For Freight and further information, apply
to

DODWELL & Co., LIMITED.

Hongkong, 2nd February, 1904.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENGLYLE,"

Captain T. Darke, R.N.R., will be despatched as
above on SATURDAY, the 5th March, 1904.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 15th February, 1904.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:On the 20th at 11.40 a.m. the barometer
has fallen again at all stations and the
gradients are everywhere very slight.The greatest pressure is probably over
Central Japan, and the least over the Yellow
Sea.Light variable winds will be met with in the
Formosa Channel and in the China Sea.

Forecast:—Light E. winds; fair.

Feb. 20th Feb. 21st Feb. 22nd

Barometer.....30.14.....30.03

Temperature.....64.....65

Humidity.....64.....67

Rainfall.....0.....0

CHINA COAST METEOROLOGICAL REGISTER.

February 20th, 1904, a.m.

Bar. Th. Hu. Wind Wr.

Vladivostok	7 a.m.				
Nemuro	6 a.m.				
Hokodate					
Tokio					
Kochi					
Nagasaki					
Kagoshima					
Oshima					
Naha					
Ishigakijima					
Taihouku	5 a.m.	30.07		SW	2
Taichu		30.05			
Tainan		30.02		N	4
Koshun		30.01		NE	2
Pescadore		30.03		NE	4
Weihowai	9 a.m.	29.91	43	NW	1
Gutlaff		30.02	48	NNE	3
Sharp Peak		29.97	59	SE	1
Amoy	6.30 a.m.	30.04	57	SE	1
Swatow	9 a.m.	30.02	64	W	1
Canton	10 a.m.	30.03	69	E	1
Victoria Peak		30.00		E	3
Gap Rock		30.02	70	SE	1
Marao					
Hainan					
Manila					
Bacolod	9 a.m.				
Cebu					
C. St. James	10 a.m.				

TO-MORROW.

CHURCH SERVICES.

Roman Catholic Cathedral—Mass at 6 a.m.,
7 a.m., 8 a.m., and 9.30 a.m. Benediction,
5.30 p.m.German Bethesda Chapel, West Point—
Morning Service, 11 a.m.St. Francis' Church, Wanchai—Mass (Chin.)
6 a.m., (Port.) 7.30 a.m. Benediction,
5 p.m.St. Joseph's Church, Garden Road—Morning
Service (English), 9 a.m.St. Anthony's Chapel, West Point—Mass,
8 a.m.Wesleyan Methodist Church—Morning Ser-
vice, at St. Andrew's Hall, during the en-
largement of the Church, at 10.15 a.m.Sunday School and Bible Class at the
Soldiers and Sailors Home, Arsenal Street,
at 3 p.m., Evening Service at the Soldiers
and Sailors Home, at 6 p.m.

Union Church—Services, 11 a.m., and 6 p.m.

St. Peter's Seamen's Church.

Queen's Road West.

Matins 11 a.m., Venite, Jones; Te Deum,
Woodward; Benedictus, Troutbeck; Hymns,
90, 92, 94 and 111.

Holy Communion 12.15 p.m.

Evangelist 6.30 p.m., Magnificat, Goss;
Nunc, Crochet; Hymns, 91, 105, 119 and 114.The Church launch *Dayspring* will call on
ships carrying white crews to bring friends
ashore to the services between 9.15 and 10.30 a.m.
and between 5.15 and 6 p.m., (Kowloon
Police Pier, 10.30 and 6 p.m.) returning after-
wards. The Answering Pennant is the Call
flag. All the sittings are free and unappropri-
ated. Visitors welcome. Books, &c. provided.
Sunday school 10 to 10.45 a.m.

St. John's Cathedral, Hongkong.

The following will be the order of service
to-morrow:

Holy Communion 7.30 a.m., Matins 11 a.m.

Responses: Ferial, Venite; Barby, Psalms;
Smart and Pye, Benedict; Ward in A, Jubi-
late; Hayes in F, Anthem: "Turn Thy Face
from my Sin." Attwood.Holy Communion 12 noon. Kyrie; Jackson
in F minor, Hymns: 84 and 250.Evangelist 4.45 p.m., Responses: Ferial,
Psalms: Crochet and Medley, Magnificat; Jones
in A; Nunc Dimittis; Walden in G minor.
Hymns: 183, 250 and 92, Vesper Hymn: Ward.HONGKONG AVERAGE MARKET
PRICES.

Corrected 6th February, 100 cts. per \$ Mex.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa 17

" Corned—Ham Ngau Yuk 17

" Roast—Shiu " 17

" Breast—Ngau Lam " 17

" Soup, Tong Yuk " 17

" Steak—Ngau Yuk Pa " 17

" Serjion—Ngau Lau " 26

" Sausages—Ngau Yuk Chang " 16

Bullock's Brains— " Know " per set 4

" Tongue fresh—Ngau Luk " each 45

" Corned—Ham Ngau Li " 55

" Head—Ngau Tau " 5

" Heart—Ngau Sun " 9

" Hump, Salt—Ngau Kin " 13

" Feet—Ngau Kerk " each 8

" Kidneys—Ngau Yiu " 8

" Tail—Ngau Mei " 8

" Liver—Ngau Con " 16

" Tripe (undressed)—Ngau To " 5

Calves' Head and Feet—Ngau-chai
tau-keok " set 75

Mutton Chop—Yeung Pai Kw " 24

" Leg—Yeung Pei " 24

" Shoulder—Yeung Shau " 22

Pigs' Chittings—Chi cheong " 7

" Brains—Chi Know " per set 12

" Feet—Chi Kerk " 12

" Fry—Chi Chak " 12

" Head—Chi Tau " 13

" Heart—Chi Sun " each 9

" Kidneys—Chi Yiu " pair 24

" Liver—Chi Kon " 24

Pork, Chop—Chi Pai Kwat " 18

" Corned—Ham Chu Yuk " 18

" Leg—Chu Pei " 22

" Fat or Lard—Chu Yau " 18

Sheep's Head and Feet—Yeung Tau
Keok " set 55

" Heart—Yeung Sun " each 6

" Kidneys—Yeung Yiu " 9

" Liver—Yeung Con " 20

Sucking Pigs, To Order—Chu Chai " 16

Suet, Beef—Sung Ngau Yau " 17

" Mutton—Sung Yeung Yau " 20

Veal—Ngau Chai Yuk " 18

" Sausages—Ngau Chai Yuk Tong " 15

POULTRY.

Chicken—Kai Chai " 27

Shipping.

Arrivals.	Departures.
Chowhai, Ger. s.s., 1,115, Textor, 19th Feb., Bangkok 12th Feb., Rice and Wood.—B. & S.	Feb. 20.
Telemachus, Br. s.s., 1,340, Williamson, 19th Feb., Saigon 14th Feb., Rice and Meal. —Nam Wo & Co.	
Prima, Norw. s.s., 761, Meyer, 19th Feb., Borneo 11th Feb., Timber.—S. W. & Co.	
Sambha, Ger. s.s., 3,516, Luning, 19th Feb., Singapore 11th Feb., Gen.—H. A. L.	
China, Ger. s.s., 1,153, Kneubel, 19th Feb., Singapore 11th Feb., Gen.—E. A. T. Co.	
Sirius, Br. cruiser, 3,600, Moore, 19th Feb., Shanghai and Mitsui Bay 19th Feb.	
An Pho, Br. s.s., 966, Kynoch, 20th Feb., Saigon 15th Feb., Rice.—B. & Co.	
Amigo, Ger. s.s., 812, Hansen, 20th Feb., Mojito 15th Feb., Co.—J. & Co.	
Mongkut, Ger. s.s., 889, Gottrich, 20th Feb., Bangkok 12th Feb., Rice.—B. & S.	
Vengeance, H.M.S. battleship, 12,900, Leslie Stuart, C.M.G., 20th Feb.,—from Practice.	
Hangang, Dr. s.s., 1,356, Wilde, 20th Feb., Shanghai 13th Feb., and Swatow 19th Feb.—J. M. & Co.	
Kansu, Br. s.s., 1,242, Badley, 20th Feb., Manila 17th Feb., Gen.—B. & S.	
Gisela, Aust. s.s., 2,600, Darmannovich, 20th Feb.,—Kobe 8th Feb., and Shanghai 17th, Gen.—S. W. & Co.	
Blenheim, Br. cruiser, 9,000, Stoford, 19th Feb.,—Singapore and Mitsui Bay 18th Feb.	
Hailong, Br. s.s., 783, Gibson, 20th Feb., Tamsui and Amoy 19th Feb., Gen.—D. L. & Co.	

Departures.
Feb. 20.
Rubi, for Manila.
Haitan, for Hoihow.
Chihli, for Manila.
Taiwan, for Canton.
C. Ferd. Latzer, for Singapore.
Keenan, for Singapore.
Prograt, for Tauron.
Samaru, for Yokohama.
Hongnoph, for Amoy.
Sabine Rickmers, for Swatow.
Yasuta Maru, for Japan.
Thetis, for H.M.S. cruiser, Wei-hai-wei.
Humber, H.M.S. storeship for Shanghai.
King Alfred, H.M.S. battleship, for Singapore.

Passengers arrived.
Per Sumbha, from Singapore—70 Chinese.
Per Hongkong, from Shanghai, & Messrs. Vandeke, Kntzer, and 28 Chinese.
Per Kansu, from Manila—Mr. and Mrs. Dianwhite, Messrs. F. Nolte, A. Guster, L. B. Blonebette, Francisco Grisolia, 15 Filipinos, 19 Chinese, and 3 Japanese.

Passengers departed.
Per Room, for Shanghai—Messrs. J. Hunt, E. Emmett, J. Smith, Baddley, Thistlethwaite, F. L. Cronpton, F. G. Lowder, E. Baratz, T. J. Spear, E. Tanglin, H. M. Pengye, J. Kernon, T. Seidmann, M. Segal, M. Ginsburg, J. Bush, Kometoff, Proctor, Lawton, G. Mafanobe, K. Ono, S. Suzuki, F. Quilich, P. Brunat, P. Wurthmann, Mr. and Mrs. Barnes Moss and child, Mrs. Campbell, Mrs. J. C. Epperly, Mrs. E. H. Lamme, Inspector and Mrs. Daniels, Mr. and Mrs. M. Evenburg and child, Misses Welson and Weissmann, Mrs. Hanna, Mrs. J. Tytte, Rev. and Mrs. Woodbury, and Mr. A. Weatherhead. For Nakasaki—Messrs. A. Bakart, J. Jishe, and 7 Japanese. For Kobe— Mr. K. Nomura. For Yokohama—Mr. L. Fleischman, Mr. and Mrs. A. Lohmeyer, and Mr. A. Tepper.

Shipping Reports.
Str. Chowhai from Bangkok—Strong N.E. monsoon.
Str. Hailong from Tamsui—Light breeze, moderate sea, fine weather.
Str. Sumbha from Singapore—Stormy weather, N.W. wind and N.E., high sea.
Str. Kansu from Manila—Strong monsoon, with heavy beam sea, clear and fine weather.
Str. Hangang from Shanghai—Light and moderate N. to N.E. winds throughout, and fine weather.
Str. An Pho from Saigon—Moderate to light N.E. monsoon, with high E.N.E. sea, and clear weather throughout.
Str. Telemachus from Saigon—Cape St. James to the Lat. of Paracels fresh to moderate monsoon and sea, fine clear weather, few passing clouds, thence strong monsoon, and high seas up to within 100 miles off Gap Rock, mo- derate to fine monsoon, to arrival fine clear weather.

Ships Passed The Canal.
Outward—23rd January—Erilia, Glen- gan, 27th January—Fooning, Ardanorg, 30th January—Wakasa Maru, 3rd February— Mendula, Bencluch, Laos, Brigrigaya, 6th February—Fibery, Machao, St. Nicholas, Fiona Ferdinand, Saxonia, Willowdene, Glen- turret, 9th February—Nitsdale, Sandyford, Malacca, Preussen, Saxonia, Strathnevis, 12th February—Armanah, Telemachus, Asama, Warrior, 17th February—Patroclus, Trieste, Cymeline.
Homeward—27th January—Avanonia, 30th January—Glenroy, 3rd February—Sydney, 6th February—Ceylon, 9th February—Nurn- berg, 12th February—Boyer, Lauther.

Arrivals at Home—23rd January—Konig Albert, 27th January—Formosa, 30th Janu- ary—Marburg, Salazie, Achilles, 3rd Febru- ary—Indramaya, Kowachi Maru, 6th Febru- ary—Bingo Maru, 9th February—Manila, Shenandoah, Prometheus, 12th February— Kiatschou, 17th February—Dardanus, In- drani.
--

Steamers Expected.

Vessels	From	Agents	Due
Agamemnon	Singapore	B. & S.	Feb. 21
Mogul	Manila	D. S. & Co.	Feb. 21
Java	Singapore	P. & O. Co.	Feb. 22
Zafro	Manila	S. T. & Co.	Feb. 22
Sydney	Singapore	M. M.	Feb. 24
Gregory Appar	Singapore	D. S. & Co.	Feb. 24
Nankin	Singapore	P. & O. Co.	Feb. 24
Braemar	Singapore	S. T. & Co.	Feb. 28
Korea	San Francisco	P. M. Co.	Mar. 1
Laisang	Calcutta	J. M. & Co.	Mar. 1
Gaelic	San Francisco	O. & O. Co.	Mar. 1
Indrasamha	Portland	P. & A. Co.	Mar. 15

Hongkong & Whampoa Dock Returns.			
Ellen Rickmers	at	Kowloon	Dock.
Yuensang	is	is	is
Hue	is	is	is
Tak Hing	is	is	is
Sungkiang	is	is	is
Tsingtau	is	is	is
Lin Tan	is	is	is
Kaifong	is	is	is
H.L.G.M.S. Moewe	is	is	is
H.M.S. Glorv	is	is	is
H.M.S. Fearless	is	is	is
Tai On	is	is	is
Borneo	is	Cosmopolitan	
Indrapura	is	Aberdeen	
Johann	is	is	is

Vessels in Port.

STEAMERS.

Borneo, Ger. s.s., 1,344, Muhle, 27th Jan., Sandakan 21st Jan., Gen. and Timber.— M. & Co.	
Chenan, Br. s.s., 1,459, Northcombe, 18th Feb., Canton 18th Feb., Gen.—B. & S.	
Coptic, Br. s.s., 2,744, Armstrong, R.N.R., 12th Feb., San Francisco 15th Jan., Honolulu 22nd, Yokohama 4th Feb., Kobe 5th, Na- gasaki 7th, and Shanghai (Woocong) 10th, Mails and Gen.—O. & S. Co.	
Crusader, Br. s.s., 1,435, Brown, 11th Feb., Mojito 5th Feb., Coal.—D. & Co., Ltd.	
Dunblane, Br. s.s., 2,402, Martin, 16th Feb., Rangoon 1st Feb., Rice.—Order.	
Eastern, Br. s.s., 3,600, Ellis, 16th Feb., Melbourne 16th Jan., and Manila 14th Feb., Gen.—G. L. & Co.	
Elisabeth Rickmers, Ger. s.s., 997, Webber, 18th Feb.,—Bangkok 9th Feb., Teakwood and Rice.—K. & Co.	
Emma Luyken, Ger. s.s., 1,110, Martens, 19th Feb.,—Saigon 14th Feb., Rice and Flour. —E. A. T. Co.	
Empress of Japan, Br. s.s., 3,003, Beetham, R.N.R., 17th Feb.,—Vancouver 25th Jan., and Shanghai 14th Feb., Mails and Gen.— C. P. R. Co.	
Hoihow, Fr. s.s., 508, Casse, 18th Feb., —Haiphong 16th Feb., Gen.—A. R. M.	
Hydra, Fr. s.s., 2,615, Smith, 15th Feb., Bombay 5th Jan., and Rangoon 1st Feb., Rice.—D. & Co., Ltd.	
Indrapura, Br. s.s., 3,411, Horre, 11th Feb., Portland, Or. 1st Jan., and Mojito 6th Feb., Gen. and Flour.—P. & A. S. Co.	
Johanne, Ger. s.s., 952, Ipland, 14th Feb., Haiphong 11th Feb., and Hoihow 13th Feb., Rice and Gen.—J. & Co.	
Kaifong, Br. s.s., 1,024, Pennefather, 2nd Feb., Cebu via Hoihow and Manila 30th Jan., Gen.—B. & S.	
Keongwai, Ger. s.s., 1,115, Mullermann, 15th Feb.,—Bangkok 8th Feb., Rice and Meal. —B. & S.	
Lyemoon, Ger. s.s., 1,258, Lehmann, 19th Feb.,—Canton 8th Feb., Gen.—S. & Co.	
M. Struve, Ger. s.s., 956, Brandt, 7th Feb., Haiphong 4th Feb., and Hoihow 6th, Gen. —A. R. M.	
Marie Jensen, Ger. s.s., 1,771, Bendixen, 16th Feb.,—Sourabaya 1st Feb., Sugar.—J. & Co.	
Mausang, Br. s.s., 1,624, Welsh, 9th Feb., Sandakan 3rd Feb., Gen.—J. M. & Co.	
M. S. Dollar, Br. s.s., 2,674, Gow, 18th Feb., Samarang 6th Feb., Sugar.—B. & S.	
Namsang, Br. s.s., 2,591, Payne, 16th Feb., Calcutta 30th Jan., Penang 5th Feb., and Singapore 9th, Gen.—J. M. & Co.	
Nanshan, Br. s.s., 1,209, Stovell, 17th Feb., Rangoon and Singapore 9th Feb., Rice.— B. & Co.	
Onan, Br. s.s., 4,866, Bartlett, 17th Feb., Mojito 13th Feb., Flour and Lumber.—B. & S.	
Petchaburi, Ger. s.s., 1,373, Hillmann, 19th Feb.,—Bangkok 11th Feb., Gen.—B. & S.	
Petrarch, Ger. s.s., 1,252, Ahrens, 18th Feb., Saigon 13th Feb., Rice.—S. W. & Co.	
Prometheus, Nor. s.s., 1,023, Lersbygh, 15th Feb.,—Saigon 9th Feb., Rice and Rice- flour.—Norwegian Consul.	
Purnea, Br. s.s., 2,004, Packham, 18th Feb., Rangoon 6th Feb., and Singapore 10th, Gen.—J. M. & Co.	
Shantung, Br. s.s., 1,835, Quail, 17th Feb., Java 8th Feb., Sugar.—B. & S.	
Sinnar, Br. s.s., 1,543, Williams, 14th Feb., Barry 24th Dec., Coal.—B. & S.	
Sulliford, Br. s.s., 2,365, Cress, 14th Feb., Newport, Mon. 25th Dec., Coals.—Order.	
Sungkiang, Br. s.s., 1,021, Robinson, 1st Feb., —Manila 29th Jan., Gen.—B. & S.	
Tacoma, Am. s.s., 2,689, Ridler, 14th Feb., Tacoma 13th Jan., and Mojito 9th Feb., Gen.—D. & Co., Ltd.	
Tartar, Br. s.s., 4,425, Evans, 16th Dec., Vancouver 16th Nov., and Shanghai 13th Dec., Gen.—C. P. R. Co.	
Thea, Ger. s.s., 934, Orlacher, 14th Feb., Kebao 10th Feb., Pakhoi 12th, and Hoihow 13th, Coals and Gen.—J. & Co.	
Vuensang, Br. s.s., 1,128, Rolff, 6th Feb., Manila 3rd Feb., Gen.—J. M. & Co.	

KING EDWARD.

Andrews, H. J.	Muelle, Ed. (Consul for Peru)
Bramwell, W.	Murray, Miss
Brandt, C. H.	Brown, Mr. & Mrs. C.
Carter, H. B.	Oesterreicher, F. T.
Carter, Mr. and Mrs.	Rose, Mr. and Mrs. T.
W. J. B.	
Corbach, Capt. Van	Spring, Miss
Cornish, F. R.	Stephens, Mr. & Mrs.
Dickson, Miss	M. J. D.
Ehrhardt, Capt.	Synington, Lt. and
Gelder, von	Mrs. J.
Greenwell, Allen	Talati, Mr. and Mrs. M.
Hick, W. M.	
Hollingsworth, A. H.	Vaughan, H. S.
Kent, R. V., Lt. Col. E.	Wallace, Mrs. H.
White, Mr. and Mrs.	
W. B.	
Yoshida, M.	

THOMAS.

Berrain, C. F.	Kerr, J.
Bow, O.	Knoblock, von
Caramar de	Lawrie, W.
Crego, Mr.	Munroe, W. H.
Denniston, D.	Newsham, M. A.
Edward, J.	Pange, P. de
Fisher, H. L.	Porter, B.
Gilbes, F. S.	Smith, J.
Henry, D. J. M.	Wal, U.
Hough, Dr.	Whitley, Mr.
Keeble, Geo.	Young, L. C.

KOWLOON.

Archibald, H. K.	Hutton, Chas. F.
Nicholson, Alfred	Remonger, Lieut. Col.
Best, C. H.	and Mrs.
Clark, Lieut. T. F.	Koralewski, Lieut.
Daniel, W.	Viezee, D.
Hudson, Mrs. A.	

Post Office.

A Mail will close for:
Canton—Per Kinsan, 21st Feb., 9 A.M.
Kongmoon, Kunchuk and Samshui—Per Sue Yuh, 21st Feb., 9 A.M.
Namtao—Per Taichun, 21st Feb., 9 A.M.
Sanbue—Per Hoi Fu, 21st Feb., 9 A.M.
Macao—Per Wingchui, 21st Feb., 9 A.M.
Swatow, Amoy and Tamsui—Per M. Struve, 21st Feb., 9 A.M.
Canton—Per Poonin, 22nd Feb., 7:30 A.M.
Takao—Per Prometheus, 22nd Feb., 9 A.M.
Kudat and Sandakan—Per Maunung, 22nd Feb., 11 A.M.
Amoy, Swatow, Straits and Rangoon—Per Purnea, 22nd Feb., 11 A.M.
Straits and Rangoon—Per Giulia, 22nd Feb., 1 P.M.
Macao—Per Heungshan, 22nd Feb., 1:15 P.M.
Haiphong—Per Hoihow, 22nd Feb., 2 P.M.
Kongmoon, Kunchuk and Samshui—Per Tungkong, 22nd Feb., 3 P.M.
Kobe—Per Eastern, 22nd Feb., 3 P.M.
Shanghai, Yokohama and Kobe—Per Silesia, 22nd Feb., 4 P.M.
Namtao—Per Taichun, 22nd Feb., 5 P.M.
Sanbue—Per Hoi Fu, 22nd Feb., 5 P.M.
Macao—Per Wingchui, 22nd Feb., 5 P.M.
Canton—Per Poonin, 22nd Feb., 5 P.M.
Canton—Per Kinsan, 23rd Feb., 7:30 A.M.
Yokohama and Kobe—Per Sumbha, 23rd Feb., 10 A.M.
Europe, &c., India, via Tutuorin—Per Yarra, 23rd Feb., 10:45 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Coptic, 23rd Feb., 10:45 A.M.
Macao—Per Heungshan, 23rd Feb., 1:15 P.M.
Canton—Per Hoihow, 23rd Feb., 2 P.M.
Canton—Per Poonin, 23rd Feb., 3 P.M.
Manila—Per Kansu, 23rd Feb., 3 P.M.
Canton—Per Hoihow, 24th Feb., 5 P.M.
Canton—Per Heungshan, 24th Feb., 7:30 A.M.
Macao—Per Wingchui, 24th Feb., 1:15 P.M.
Yokohama and Kobe—Per Shantung, 26th Feb., 4 P.M.
Canton—Per Kinsan, 26th Feb., 5 P.M.
Canton—Per Poonin, 27th Feb., 7:30 A.M.
Canton—Per Poonin, 28th Feb., 9 A.M.
Manila—Per Zafro, 29th Feb., 9 A.M.
Tientsin—Per Chihli, 1st Mar., 3 P.M.
Europe, &c., India, via Tutuorin—Per Seydlitz, 2nd Mar., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 9th Mar., 11 A.M.

VISITORS AT THE HOTELS.

Andrews, H. J.	Muelle, Ed. (Consul for Peru)
Bramwell, W.	Murray, Miss
Brandt, C. H.	Brown, Mr. & Mrs. C. H.
Carter, H. B.	Oesterreicher, F. T.
Carter, Mr. and Mrs.	Rose, Mr. and Mrs. T.
W. J. B.	J.
Corbach, Capt. Van	Spring, Miss
Cornish, F. R.	Stephens, Mr. & Mrs.
Dickson, Miss	M. J. D.
Ehrhardt, Capt.	Symington, Lt. and
Gelder, von	Mrs. J.
Greenwell, Allen	Talati, Mr. and Mrs. M.
Hick, W. M.	P.
Hollingsworth, A. H.	Vaughan, H. S.
Kent, R. V., Lt. Col. E.	Wallace, Mrs. H.
White, Mr. and Mrs.	
W. B.	
Yoshida, M.	

THOMAS'

Berrain, C. F.	Kerr, J.
Bowen, O.	Knoblock, von
Caramo, de	Lawrie, W.
Crego, Mr.	Munroe, W. L.
Denniston, D.	Newsham, M.
Edward, J.	Pange, P. de
Fisher, H. L.	Porter, B.
Gilbes, F. S.	Porter, B.
Henry, D. J. M.	Smith, J.
Hough, Dr.	Wal, U.
Keeble, Geo.	Whitley, Mr.
	Young, L. C.

KOWLOON.

Archibald, H. K.	Hutton, Chas.
Nicholson, Alfred	Iremonger, I.
Best, C. H.	and Mrs.
Clark, Lieut. T. F.	Koralewski, J.
Daniel, W.	Vierze, D.
Hudson, Mrs. A.	

THOMAS.

Berrain, C. F.	Kerr, J.
Bow, O.	Knoblock, von
Caramar de	Lawrie, W.
Crego, Mr.	Munroe, W. H.
Denniston, D.	Newsham, M. A.
Edward, J.	Pange, P. de
Fisher, H. L.	Porter, B.
Gilbes, F. S.	Smith, J.
Henry, D. J. M.	Wal, U.
Hough, Dr.	Whitley, Mr.
Keeble, Geo.	Young, L. C.

KOWLOON.

Archibald, H. K.	Hutton, Chas. F.
Nicholson, Alfred	Remonger, Lieut. Col.
Best, C. H.	and Mrs.
Clark, Lieut. T. F.	Koralewski, Lieut.
Daniel, W.	Viezee, D.
Hudson, Mrs. A.	

HONGKONG.

Aagaard, B.	Icely, Rev. F.
Absell, H.	Jackman, H. T.
Abbott, Mr. and Mrs.	Jaffe, D.
S. H.	Joseph, Mr. and Mrs.
Anderson, Mr.	Katsch, E. A.
Barff, Mr. & Mrs. C. S.	Kempfer, E.
Bell, H. F.	Kinsaham, D. H.
Black, Mr. and Mrs.	Kitzmuth, G. C.
Ingan, Mr. & Mrs. R.	Kirkwood, Miss
Bonner, E.	Kulka, F.
Northwick, Mr. & Mrs.	Lallouette, Mr.
R. W.	Leggatt, E. A.
Boughton, A. C.	Levey, F.
Bramsen, H. E. Gel.	Lewis, A. R.
Brisson, W. M.	Lewis, J. H.
Brown, Major Baker	Lindsay, L. E.
Brown, W. S.	Macgowan, R. J.
Buck, Hart	Mackie, A.
Cardot, L. M.	MacKie, Gordon.
Clark, W. G.	Marriott, Dr. O.
Coates, Col.	Mason, R. M.
Colson, F. S.	Mason, Miss C. W.
Corbett, N. E. F.	Mast, Sidney
Cotton, Miss	Mast, Mr. and Mrs. E.
Coulson, C. H.	McAran, T. P.
Cowden, Mrs. A. R.	Meikle, Mr. & Mrs. E.
Cowden, Miss K.	Miller, P. L.
Davies, Mrs. J. T.	Monro, R. N. Com. C. S.
Deacon, F. B.	Morrison, Miss M. A.
Dean, G.	Murphy, Mr. and Mrs.
Derbyshire, J. H.	E. O.
Douglas, Capt. & Mrs. J.	North, C. J.
Dowling, A. C.	Osborn, Mrs. F.
Downing, J. C.	Parfitt, W.
Dowson, A.	Pattie, Mr. & Mrs. J. A.
Ellis, Miss	Pauling, E.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Tartar, 24th Feb., 11 A.M.	
Singapore, Penang and Calcutta—Per Nam- sang, 24th Feb., 11 A.M.	
Singapore, Penang and Calcutta—Per Hung- sang, 24th Feb., 11 A.M.	
Macao—Per Heungshan, 24th Feb., 1:15 P.M.	
Shanghai—Per Kinsan, 24th Feb., 3 P.M.	
Manila—Per Kansu, 24th Feb., 3 P.M.	
Canton—Per Hoihow, 24th Feb., 5 P.M.	
Canton—Per Heungshan, 25th Feb., 7:30 A.M.	
Macao—Per Wingchui, 25th Feb., 1:15 P.M.	
Yokohama and Kobe—Per Shantung, 26th Feb., 4 P.M.	
Canton—Per Kinsan, 26th Feb., 5 P.M.	
Canton—Per Poonin, 27th Feb., 7:30 A.M.	
Canton—Per Poonin, 28th Feb., 9 A.M.	
Manila—Per Zafro, 29th Feb., 9 A.M.	
Tientsin—Per Chihli, 1st Mar., 3 P.M.	
Europe, &c., India, via Tutuorin—Per Seydlitz, 2nd Mar., 11 A.M.	
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 9th Mar., 11 A.M.	

CONNAUGHT.

Bain, J. W.	Knight, Mr. & Mrs. P.
Bell, J. Mrs.	Lee, G. E.
Bell, J. F.	Loftus, Eugene
Birge, H.	Macfarlane, Dr. and
Bonheur, Miss E. R.	Mrs. H.
Boyce, W. B.	McFarland, Dr. John
Christie, Mrs. & Mr. D.	Moir, Geo. A.
Cronin, John	Murphy, F.
Dufour, Mrs. B.	Newborn, R. H.
Dulot, Mme.	Roberts, W. R.
Eyre, Mr. and Mrs. H.	Roberts, A. G.
Garbette, Miss	Robertson, W. R.
Georg, C.	Rutherford, N. H.
Hayer, L.	Thompson, J. D.
Hickford, R. G.	Vallance, Mr. & Mrs.
Helm, E. B.	W. F.
Hills, L. B.	Wakeman, G. H.
Howard, E.	Williams, W. H.
Kiln, H. I.	Wilson, J. T.
Kirkhope, Hugh	

PEAK.

	Beattie, J. M.
Mrs. T.	Beattie, M. P.
	Rensen, Major & Mrs.
	Bologovskoy, Mr. and
	Mrs. C. de, maid
& Mrs.	and child
	Bunny, Major and Mrs.
Lt. and	Bunny, Miss
	Brawn, Col. L. F.
	Chapman, Mr. & Mrs.
Mrs. M.	Chichester, Major and
	Mrs. A. A.
	Doran, J. C.
H	Dymock, P. A., A.
and Mrs.	Ferrier, Col. & Mrs.
	Footo, R.N., Capt. and
	Mrs.
	French, Major G. A.
	Grant, R.N., Eng. Lieut.
	A. R.
	Hamilson, Major
	Hewitt, F. T. B.
	Holbrow, Mr.
	Hardy, R.N., Comm- ander and Mrs.
	Jeffries, H. W.
A.	Lewis, R.N. Capt. and
	Mrs. Vaughan
	Lowe, D. R.
	Lutgens, R.
	Martin, R.
	McDermott, A. P. B.
	Mitchell, R.

WM. POWELL, LD.
DRAPERS.

WM. POWELL, LD.
DRAPERS.

EVERYTHING

FOR THE

RACES.

Ladies' Department,

84, QUEEN'S ROAD.

GENTLEMEN'S DEPARTMENT,

28, QUEEN'S ROAD.

WM. POWELL, LD.
DRAPERS.

WM. POWELL, LD.
DRAPERS.